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OF THE

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ONE HUNDRED AND THIRTY-FOURTH SESSION

1911.

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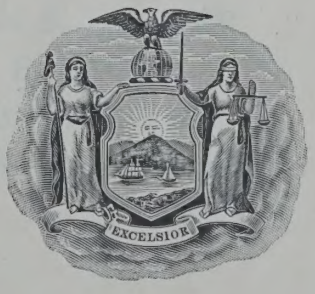

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STATE OF NEW YORK

FOURTH ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

SECOND DISTRICT

FOR THE YEAR ENDED DECEMBER 31, 1910

ABSTRACTS OF REPORTS OF CORPORATIONS

STEAM RAILROAD, ELECTRIC RAILROAD
EXPRESS, SLEEPING CAR

INSPECTIONS OF RAILROADS

COMMISSIONERS

FRANK W. STEVENS, Chairman
THOMAS M. OSBORNE[1]
MARTIN S. DECKER
JAMES E. SAGUE
JOHN B. OLMSTED
JOHN N. CARLISLE[2]

[1]Resigned February 1, 1910

[2]Appointed February 1, 1910

VOLUME II

ALBANY
1911

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Albany, 1911

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Marketable securities;
Each class further classified as stocks, bonds, and marketable securities.

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STEAM RAILROAD CORPORATIONS

STATEMENT GIVING THE ORGANIZATION OF STEAM RAILROAD CORPORATIONS OPERATING WITHIN THE STATE OF NEW YORK JUNE 30, 1910, WITH MILEAGE AS REPORTED TO THE COMMISSION

STEAM RAILROAD CORPORATIONS

UNDER THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION, SECOND DISTRICT, GIVING DATES OF INCORPORATION, REORGANIZATION, CONSOLIDATION, AND CHANGE OF NAME, WITH LOCATION OF LINES AND TRACK MILEAGE, INCLUDING TRACKAGE RIGHTS, WITHIN THE STATE OF NEW YORK

[In alphabetic order, disregarding the word "The" when part of title.]

Adirondack and St. Lawrence Railroad Company

Organization: Incorporated under the railroad law of New York, April 19, 1906.

Location of line: St. Lawrence county. Connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad at DeKalb Junction and extends to Hermon, 3.61 miles single track.

Bath and Hammondsport Railroad Company

Organization: Incorporated January 17, 1872, under the railroad law of New York.

Location of line: Steuben county, Bath to Hammondsport, 10 miles (inspector's report 9.33) single track. Total mileage operated, proprietary, 10.

Boston and Maine Railroad

Organization: Incorporated under authority of a special act of Massachusetts passed March 6, 1841 (ch. 56), constituting the stockholders of the Boston and Portland Railroad Corporation (incorporated as the Andover and Wilmington Railroad by special act passed March 15, 1833 [ch. 109], and name changed by special act passed April 5, 1837 [ch. 113], to Andover and Haverhill Railroad Corporation, and name again changed by special act passed April 3, 1839 [ch. 82], to Boston and Portland Railroad Corporation) stockholders of the Boston and Maine Railroad Company of New Hampshire, incorporated by special act of New Hampshire passed June 27, 1835 (ch. 14), and authorizing the union of said companies under the name of Boston and Maine Railroad Company. By special act of Massachusetts passed March 24, 1843 (ch. 90), the united corporation was authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation, incorporated by special act of Maine passed March 30, 1836 (ch. 179), under the name of the Boston and Maine Railroad. (See also L. N. Hamp. 1841, ch. 6; L. Maine 1843, ch. 108.)

At various times the following companies have been united with the Boston and Maine Railroad: viz., Boston and Maine Railroad Extension Company (see L. Mass. 1845, ch. 159; L. Maine 1846, ch. 340); Stoneham Branch (see L. Mass. 1851, ch. 139); Danvers Railroad (see L. Mass. 1855, ch. 42; L. 1876, ch. 126); Newburyport City Railroad (see L. Mass. 1869, ch. 398); West Amesbury Branch Railroad (see L. Mass. 1876, ch. 7); Newburyport Railroad (see L. Mass. 1876, ch. 124); Eastern Railroad, Eastern Railroad in New Hampshire, and the Portsmouth, Great Falls and Conway Railroad (see L. Mass. 1888, ch. 250; amended L. 1890, ch. 185; also L. N. Hamp. 1887, ch. 304; L. Maine 1887, ch. 268); Dover and Winnipisiogee Railroad (see L. N. Hamp. 1841, ch. 6); Portland, Saco and Portsmouth Railroad, Portland and Rochester Railroad, Kennebunk and Kennebunkport Railroad (see L. Maine 1887, ch. 268); Central Massachusetts Railroad (see L. Mass. 1900, ch. 424); Orchard Beach Railroad (see L. Maine 1881, ch. 64; L. Maine 1887, ch. 268).

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By special act passed by Massachusetts (L. 1909, ch. 519), permission is granted to the Boston Railroad Holding Company to acquire stock in the Boston and Maine Railroad.

The line within the State of New York is held under lease from the Fitchburg Railroad Company and Troy and Bennington Railroad Company (see below). The lease of the Fitchburg railroad is confirmed by special act of the legislature of Massachusetts passed June 30, 1900 (ch. 426).

Location of line within State: The main line extends from Boston, Mass., and Portland, Maine, to Troy and Rotterdam Junction, with branches to Holyoke and Springfield, Mass., and various points in Maine, New Hampshire, Vermont, and Massachusetts. That portion of the main line to Boston within the State (Fitchburg Railroad Company, lessor) extends from Rotterdam Junction to Vermont-State line east of Petersburgh Junction, 54.74 miles first track, 26.98 miles second track. Between Mechanicville and Crescent, a distance of 6.94 miles, a single track of The Delaware and Hudson Company's road and a single track of the Boston and Maine Railroad are operated as a double-track railroad.

The main line to Troy (Troy branch), Vermont-State line to Troy (Fitchburg Railroad Company, lessor), 34.10 miles first track, includes one of the two tracks operated as a double-track main line between Johnsonville and Vermont-State line. Between Johnsonville and Troy there are double tracks, 15.55 miles.

Saratoga Branch (Fitchburg Railroad Company, lessor), Mechanicville to Saratoga Springs, 17.50 miles single track.

Schuylerville Branch (Fitchburg Railroad Company, lessor), Schuyler Junction to Schuylerville, 8.32 miles single track.

Bennington Branch (Troy and Bennington Railroad Company, lessor), Hoosac Junction to Vermont-State line, 5.04 miles single track.

Trackage: Junction to station, Troy (Troy Union railroad), 2.03 miles first track, 2 miles second track.

Mechanicville to Crescent (The Delaware and Hudson Company), 6.94 miles second main track.

Total mileage within State: operated, leased, 119.70; trackage, 2.03 first track, 6.94 second track: 121.73.

Buffalo and Susquehanna Railway Company

[See Buffalo, Attica and Arcade Railroad Company.]

Organization: Incorporated September 20, 1902, under the railroad law of New York. The line in Pennsylvania is that of the Buffalo and Susquehanna Railroad Company, a Pennsylvania corporation, operated under lease.

Location of line within State: The main line extends from Addison to Galeton, Penna., thence to DuBois and Sagamore, Penna., with main line branch Buffalo to Galeton via Wellsville (actual main line to Buffalo). Operated in connection with Buffalo, Attica and Arcade Railroad Company, Arcade to Attica. That portion of the Buffalo division extending from Wellsville to Lake Shore Junction near Blasdell (Buffalo) is 84.30 miles in length, single track. From Wellsville to Pennsylvania-State line near Genesee the Wellsville, Coudersport and Pine Creek railroad is operated under lease, 10.11 miles single track. Of the Addison and Susquehanna railroad (Addison and Susquehanna Railroad Company, lessor), that portion Addison to Pennsylvania-State line near Nichols, 9.73 miles single track, is within the State.

South Buffalo Branch, to South Buffalo railway near Blasdell, 0.45 mile single track.

Springville Branch, to Springville, 1.32 miles single track.

Trackage: Buffalo, Exchange Street station to Lake Shore and Michigan Southern Junction, Tower 51 (N. Y. C. & H. R. railroad), 0.69 mile four tracks; N. Y. C. Junction, Tower 51, to Buffalo and Susquehanna Junction near Blasdell (Lake Shore and Michigan Southern railway), 4.78 miles four tracks.

Total mileage: operated, proprietary, 86.07; operated, leased, 19.84; trackage, 5.47: 111.38.

Buffalo, Attica and Arcade Railroad Company

[See Buffalo and Susquehanna Railway Company.]

Organization: Incorporated October 15, 1894, for the purpose of maintaining and operating the railroad of The Attica and Freedom Railroad Company, incorporated November 9, 1891, under the railroad law of New York. Operated in connection with Buffalo and Susquehanna Railway Company.

Location of line: Wyoming county, Attica to Arcade, 27.41 miles single track. Total mileage operated, proprietary, 27.41.

Buffalo Creek Railroad

The switching road of The Buffalo Creek Railroad Company is operated by Erie Railroad Company (successor to New York, Lake Erie and Western Railroad Company) and Lehigh Valley Railroad Company as lessees under the above name.

Organization: Incorporated January 25, 1869, under the railroad law of New York. Lease dated December 31, 1889.

Location of line: Buffalo. Main line: N. Y. C. & H. R. Junction (East Buffalo) to Peck Slip (The Buffalo Creek Railroad Company, lessor), 4.08 miles first track, 4 miles second track, 2.48 miles third track.

Prenatt Street Branch, Elk street to D., L. & W. right of way (The Buffalo Creek Railroad Company, lessor), 0.80 mile single track.

Beach Branch, Beach and Island Junction to Outer lot 48 (The Buffalo Creek Railroad Company, lessor), 0.82 mile first track, 0.62 mile second track.

Trackage: Outer lot 48 to United States Government lands (Pennsylvania railroad), 0.95 mile.

Total mileage: operated, leased, 5.70; trackage, 0.95: 6.65.

The Buffalo Creek Transfer Railroad Company

[Operated by Frank Williams & Co.]

Organization: Incorporated June 23, 1881, under the general railroad law.

Location of line: County of Erie. A series of switching tracks located on what is known as the " Island," in the city of Buffalo, extending from the tracks operated by Buffalo Creek Railroad and The Pennsylvania Railroad Company to Frank Williams & Co.'s coal yard. The total amount of tracks is 1.60 miles.

Total mileage: operated, proprietary, 1.60.

Buffalo, Rochester and Pittsburgh Railway Company

Organization: The Buffalo, Rochester and Pittsburgh Railroad Company was incorporated under the railroad law of New York August 18, 1881. This company was consolidated November 28, 1881, with Rochester and Pittsburgh Railroad Company, a reorganization January 29, 1881, of The Rochester and State Line Railway Company, incorporated under the railroad law of the State of New York October 6, 1869; Rochester and Charlotte Railroad Company, incorporated April 21, 1881, under the railroad law of New York; Great Valley and Bradford Railroad Company, incorporated July 25, 1881, under the railroad law of New York; Bradford and State Line Railroad Company, a Pennsylvania corporation, and The Pittsburgh and New York Railroad Company, a Pennsylvania corporation, together forming Rochester and Pittsburgh Railroad Company, which last named company was reorganized October 28, 1885, as Buffalo, Rochester and Pittsburgh Railroad Company. This company was consolidated March 11, 1887, with The Pittsburgh and State Line Railroad Company, incorporated October 28, 1885, under the laws of the State of Pennsylvania forming the Buffalo, Rochester and Pittsburgh Railway Company. December 5, 1899, The Perry Railroad Company, incorporated May 9, 1882, under the railroad law of New York, and The Lincoln Park and Charlotte Railroad Company, incorporated December 1, 1888, under the railroad law, surrendered capital stock and were merged with Buffalo, Rochester and Pittsburgh Railway Company. The Johnsonburg and Bradford Railroad Company, organized November 15, 1887, was purchased and the corporation dissolved August 5, 1907.

Location of line within State: The main line extends from Rochester and Buffalo to a junction at Ashford, thence to Salamanca, Bradford, Pittsburgh, and New Castle, Penna., with branches to Charlotte and Silver Springs. That portion of the main line extending from Rochester to Ashford (Rochester division) is 93.70 miles single track. Of the main line (Buffalo division and part of Middle division), Buffalo Creek to Pennsylvania-State line, 70.92 miles single track and 25.67 miles second track are within the State.

Rochester Belt Line, Lincoln Park to Charlotte, 8.79 miles single track.

Genesee Dock Branch, Dock Junction to Genesee Dock, 1.51 miles single track.

Silver Springs Branch, Silver Lake Junction to Silver Springs, 1.11 miles single track.

Salamanca Branch, East Salamanca to Salamanca, 1.33 miles single track.

Trackage: Buffalo Creek to Ganson Street, Buffalo (Buffalo Creek railroad), 1.92 miles double track; Buffalo Creek to East Buffalo (Pennsylvania railroad), 1.96 miles double track; East Buffalo to Buffalo (N. Y. C. & H. R. railroad), 1.09 miles four tracks.

Total mileage within State: operated, proprietary, 177.36; trackage, 4.97: 182.33.

Carthage and Copenhagen Railroad Company

Organization: Incorporated April 10, 1906, under the railroad law of New York.

Location of line: Jefferson and Lewis counties, Carthage Junction to Copenhagen, 8.66 miles single track.

Total mileage operated, proprietary, 8.66.

Catskill and Tannersville Railway Company

Organization: Incorporated September 14, 1892, under the railroad law of New York.

Location of line: Otis Summit, where it connects with Otis Elevating railway to Tannersville, 5.25 miles single track, narrow gauge.

Total mileage operated, proprietary, 5.25.

Catskill Mountain Railway Company

Organization: Incorporated under the railroad law of New York July 2, 1885, as a reorganization of Catskill Mountain Railroad Company, incorporated September 16, 1880.

Location of line: The main line extends from Catskill Landing to Palenville, 15.75 miles single track, narrow gauge. A branch about 0.25 mile extends from main line to Otis Elevating railway.

Cairo Branch (The Cairo Railroad Company, lessor), Cairo Junction to Cairo, 3.77 miles single track.

Total mileage: operated, proprietary, 15.75; operated, leased, 3.77: 19.52.

The Central Dock and Terminal Railway Company

[Operated by The Philadelphia and Reading Coal and Iron Co.]

Organization: Incorporated May 31, 1889, under the general railroad law of New York.

Location of line: Extends from Georgia Street dock, where it connects with the Buffalo and Niagara Falls branch of the New York Central and Hudson River railroad, to a point near Walden avenue in Buffalo, 0.39 mile, nearly all of which is constructed on a timber trestle. For the greater part of its length there are three tracks. The two outside tracks are the main tracks; the center track is on the same trestle, but is constructed at a different and lower grade and is used for the return of the empty cars by gravity from the end of the trestle where coal is loaded on boats.

Total mileage: operated, proprietary, 0.39.

Central New England Railway Company

Organization: Incorporated January 12, 1899, under the railroad law of New York, as a reorganization of Philadelphia, Reading and New England Railroad Company, incorporated July 28, 1892, as a consolidation of Poughkeepsie Bridge and Railroad Company, incorporated as the Poughkeepsie Bridge Company by a special act of the legislature of New York passed May 31, 1871 (ch. 897), and reorganized July 14, 1892, under the above name; and Central New England and Western Railroad Company, incorporated July 23, 1889, as a consolidation of Hudson Connecting Railroad Company, incorporated under the railroad law of New York January 28, 1887, and The Poughkeepsie and Connecticut Railroad Company, incorporated September 14, 1888.

The following companies, organized under the railroad law of New York, were consolidated June 25, 1907, with Central New England Railway Company: The Poughkeepsie Bridge Railroad Company, incorporated June 5, 1888; The Dutchess County Railroad Company, incorporated April 21, 1890; Newburgh, Dutchess and Connecticut Railroad Company, incorporated January 15, 1877, as a reorganization of the Dutchess and Columbia Railroad Company, incorporated September 4, 1866; and The Poughkeepsie and Eastern Railway Company, incorporated April 11, 1893, as a reorganization of The Poughkeepsie, Hartford and Boston Railroad Company, incorporated May 15, 1875.

This reorganization was pursuant to a sale under foreclosure of a mortgage executed by The Poughkeepsie, Hartford and Boston Railroad Company to John P. Adriance as trustee. The Poughkeepsie, Hartford and Boston Railroad Company was also reorganized January 22, 1887, as The New York and Massachusetts Railway Company, and the latter company was consolidated April 26, 1887, with The Hudson River and Boston Railway Company, incorporated July 14, 1885, under the name of The New York and Massachusetts Railway Company. The above reorganization of The Poughkeepsie, Hartford and Boston Railroad Company was pursuant to sale under foreclosure of mortgage executed by The Poughkeepsie, Hartford and Boston Railroad Company to Edward Ellsworth as trustee, dated September 1, 1875. The Poughkeepsie, Hartford and Boston Railroad Company was incorporated May 15, 1875, as a reorganization of The Poughkeepsie and Eastern Railroad Company. This latter company was incorporated by a special act of the New York legislature passed April 13, 1866 (ch. 456). By a special act of the legislature of New York passed June 2, 1883 (ch. 514), The Poughkeepsie, Hartford and Boston Railroad Company was authorized to merge and consolidate its capital stock, etc., with the capital stock, etc., "of such other railroad company or companies in either of the States of Massachusetts or Connecticut or in both of those States as shall by the construction of a line of railroad from Boston . . . to the New York state line or by completion . . . hereafter form a continuous line of railroad with the said railroad of the said Poughkeepsie, Hartford and Boston Railroad Company, as at present constructed."

Location of line within State: The main line extends from Campbell Hall via Poughkeepsie bridge and Poughkeepsie to Hartford, Conn., via New York, New Haven and Hartford railroad, with main line branches Poughkeepsie to Hopewell Junction, Fishkill Landing via Hopewell Junction to State Line, Rhinecliff to Boston Corners and thence to State Line.

Main line, Campbell Hall to Silvernails, 42.90 miles first track, 15.21 miles second track, using as main line to Connecticut-State line portions of the line from Poughkeepsie to Boston Corners (see below), and from Boston Corners to State Line the line of the Hartford and Connecticut Western, leased line (see below). The mileage

of the actual main line, Campbell Hall to State Line station, is 74.30 miles.

Hopewell Branch, Poughkeepsie Junction to Hopewell, 12.40 miles single track, 2.28 miles second track.

Newburgh, Dutchess and Connecticut division, Dutchess Junction to State Line, 58.84 miles single track.

Poughkeepsie to Boston Corners, 35.28 miles single track.

Rhinecliff Division (Hartford and Connecticut Western Railroad Company, lessor), Rhinecliff to State Line, 42.50 miles single track.

Line operated under contract, or where rent is contingent on earnings or other consideration: Wicopee Junction to Fishkill Landing (New York, New Haven and Hartford railroad), 1.65 miles single track.

Total mileage: operated, proprietary, 149.42; operated, leased, 42.50; trackage, 1.65: 193.57.

The Champlain and St. Lawrence Railroad Company

[Operated by Grand Trunk Railway Company of Canada.]

Organization: Incorporated March 6, 1851, under the railroad law of New York.

Location of line: The line extends from Rouses Point, where it connects with The Delaware and Hudson Company's railroad, to Lacolle Junction (International boundary line), 1.21 miles single track, where it joins the Grand Trunk railway, of which it forms a part.

Total mileage operated, proprietary, 1.21.

The Connecting Terminal Railroad Company

Organization: Incorporated June 7, 1881, under the railroad law of New York.

Location of line: It consists of a series of switching tracks located on what is known as the "Island," in Buffalo, and extends from a connection with the track of The Pennsylvania Railroad Company to the grain elevator and freight houses owned by The Connecting Terminal Railroad Company, about 1 mile main switching track.

Total mileage operated, proprietary, 1.

Cooperstown and Charlotte Valley Rail-road Company

Organization: Incorporated April 30, 1888, under the name of The Cooperstown and Charlotte Valley Railroad Company, under the general railroad law, and consolidated April 13, 1891, under the above name, with The West Davenport Rail-Road Company, incorporated February 25, 1891, under the general railroad law.

Location of line: Extends from Cooperstown Junction to Davenport Center via Charlotte Crossing.

Cooperstown and Susquehanna Valley: Cooperstown Junction to Charlotte Crossing, 19.48 miles single track.

Cooperstown and Charlotte Valley: Charlotte Crossing to Davenport Center, 4.51 miles single track.

Total mileage: operated, proprietary, 23.99.

Cranberry Lake Railroad Company

Organization: Incorporated under the railroad law of New York February 24, 1902.

Location of line: St. Lawrence county, Wanakena to Benson Mines, 6 miles single track.

Dansville and Mount Morris Railroad Company

Organization: Incorporated October 21, 1891, as a reorganization of Erie and Genesee Valley Railroad Company, incorporated January 24, 1868, under the railroad law of New York. A. S. Murray, jr., appointed receiver June 6 and 8, 1894.

Location of line: Livingston county. The main line extends from Dansville to Mt. Morris town line, with trackage to the Erie depot at Mt. Morris. The company's line, Dansville to Mt. Morris town line, is 12.25 miles single track.

Branch, Sonyea to Pennsylvania railroad, 0.28 miles single track.

Leased line: Mt. Morris, Erie depot, to Mt. Morris town line (Avon, Geneseo and Mt. Morris Railroad Company, lessor), 2.35 miles.

Total mileage: operated, proprietary, 12.53; operated, leased, 2.35: 14.88.

Delaware and Eastern Railway Company

Organization: Incorporated under the railroad law of New York May 17, 1907, by consolidation of Schenectady and Margaretville Railroad Company, incorporated under the railroad law of New York July 28, 1906, and Hancock and East Branch Railroad Company, incorporated under the railroad law of New York July 12, 1906.

Location of line: Delaware county. The main line extends from Arkville, where it connects with the Ulster and Delaware railroad, to East Branch, where it connects with the New York, Ontario and Western railway, 37.52 miles single track.

Branch, Andes Junction to Andes (Delaware and Eastern Railroad Company, lessor), 8.37 miles single track.

Total mileage: operated, proprietary, 37.52; operated, leased, 8.37: 45.89.

The Delaware and Hudson Company

Organization: Incorporated as The President, Managers and Company of the Delaware and Hudson Canal Company by a special act of the legislature of New York passed April 23, 1823 (ch. 238). The powers of a railroad corporation were conferred upon the company by a special act of New York passed May 9, 1867 (ch. 841). See also special act of Pennsylvania passed April 5, 1826 (ch. 67, L. 1825–26). Name changed to The Delaware and Hudson Company by special act of the legislature of New York passed April 28, 1899 (ch. 469). See also various special acts of Pennsylvania: namely, act approved March 13, 1823, ch. 61; April 1, 1825, ch. 78, L. 1824–25; March 12, 1859, ch. 123; April 11, 1861, ch. 275; March 24, 1870, ch. 533; May 12, 1871, ch. 701, and May 18, 1871, ch. 830.

The following companies were merged with The Delaware and Hudson Company at the dates named: viz., The Adirondack Railway Company November 5, 1902: incorporated as The Adirondack Company October 24, 1863, in pursuance of a special act of the legislature of New York passed April 27, 1863 (ch. 236), authorizing the incorporation of a railroad from some point in the county of Saratoga, up and along the valley of the upper Hudson into the wilderness in the northern part of the State; this company was reorganized July 7, 1882, as the Adirondack Railway Company; The Adirondack Company (original company) was authorized to purchase, take, and hold lands to the amount of 1,000,000 acres in the said wilderness in addition to the lands it was authorized to take under the general railroad act; to convert and prepare for market the natural products of the forest; to mine and prepare

for market the iron and other ores and minerals upon its lands, and to transport, sell, and dispose of the same. The Schenectady and Duanesburgh Railroad Company August 4, 1903; organized under the railroad law July 15, 1873. The New York and Canada Railroad Company May 23, 1908; incorporated under the railroad law March 16, 1872, and consolidated April 8, 1873, with The Whitehall and Plattsburgh Railroad Company, incorporated under the railroad law April 11, 1853. The Montreal and Plattsburgh Railroad Company, a reorganization August 22, 1868, of The Plattsburgh and Montreal Railroad Company, incorporated under the railroad law March 28, 1850. The Cherry Valley, Sharon and Albany Railroad Company July 17, 1908; incorporated under a special act of the legislature of New York passed April 10, 1860 (ch. 255), under the name of Cherry Valley and Sprakers Railroad Company, which name was changed by a special act of the legislature of New York passed April 15, 1864 (ch. 199), to Cherry Valley and Mohawk River Railroad Company, and name again changed by special act passed April 10, 1869 (ch. 147), to The Cherry Valley, Sharon and Albany Railroad Company.

Location of lines within State: The main line extends from Binghamton via Albany, Troy, Schenectady, and Saratoga Springs to Rouses Point, with connection to Montreal, and main line branches to Scranton and Wilkes-Barre, Penna., Rutland, Lake George, and Lake Placid. It is made up as follows, including leased lines: Albany and Susquehanna Railroad (Albany and Susquehanna Railroad Company, lessor), Binghamton to Albany, 142.59 miles first track, 95.33 miles second track. Albany and Vermont Railroad (Albany and Vermont Railroad Company, lessor), Albany to Waterford, 12.18 miles double track. Rensselaer and Saratoga Railroad (Rensselaer and Saratoga Railroad Company, lessor), Troy to Ballston, 25.82 miles first track, 19.98 miles second track. Saratoga and Schenectady Railroad (Saratoga and Schenectady Railroad Company, lessor), Schenectady to Saratoga, 21.65 miles first track, 10.96 miles second track. Saratoga and Whitehall Railroad (Saratoga and Whitehall Railroad Company, lessor), Saratoga to Vermont-State line, 47.02 miles first track, 38.83 miles second track; that portion, Saratoga to Whitehall, being used as main line. (For Saratoga and Whitehall Branch see below.) West Troy and Green Island Railroad (West Troy and Green Island Railroad Company, lessor), Watervliet to Green Island, 1.08 miles first track, 1.06 miles second track. The main line of the Saratoga division extends from Albany to Whitehall. The New York and Canada Railroad Company (Champlain division), Lake Champlain at Whitehall to Rouses Point, 112.93 miles single track, 4.67 miles second track.

Branches: Pennsylvania division part, Nineveh to Jefferson Junction, Penna.: of this, 17.65 miles single track, 4.17 miles second track, are within the State;

Cobleskill to Cherry Valley, 21.04 miles single track;

Schenectady to Duanesburgh, 13.79 miles first track, 14.37 miles second track;

East Glenville to Coons, 9.93 miles first track, 2.85 miles second track;

Saratoga to North Creek, 56.97 miles single track;

Glens Falls Branch (Glens Falls Railroad Company, lessor), Fort Edward to Lake George, 15.12 miles single track;

Saratoga and Whitehall Branch (see main line): a portion, Whitehall to Vermont-State line, of the Saratoga and Whitehall railroad (leased line) is operated as a branch in connection with the Rutland and Whitehall railroad to Castleton and thence to Rutland; it is single track;

Rutland and Washington Branch (Rutland and Washington Railroad Company, lessor), extends from Eagle Bridge on the Boston and Maine Railroad to Rutland, Vt.: of this line, 32.62 miles single track, Eagle Bridge to Vermont-State line, are within the State;

Lake George Branch, Fort Ticonderoga to Baldwin, 4.91 miles single track (for branch extending from Delano Junction to Ticonderoga see below);

Whitehall and Plattsburgh Branch, South Junction to Ausable Forks, 19.05 miles single track;

Plattsburgh and Montreal Branch, Chazy Junction to Province line, 12.78 miles single track.

Lines operated under contract or where the rent is contingent on earnings or other consideration: Ticonderoga Railroad, Delano Junction to Ticonderoga, 1.41 miles single track (for Lake George Branch see branches above); Plattsburgh and Dannemora Railroad, Bluff Point to Dannemora, 16.38 miles single track (part of Chateaugay Branch); Chateaugay and Lake Placid Railway, Dannemora to Lake Placid, 63.23 miles single track (part of Chateaugay Branch).

Trackage: Binghamton to Owego (Erie railroad), freight only, 22 miles double track; Troy (Troy Union railroad), 2.03 miles first track, 2 miles second track.

Total mileage within State: operated, proprietary, 269.05; operated, leased, 298.08; operated by contract or rent contingent, 81.02; trackage rights, 24.03: 672.18.

The Delaware, Lackawanna and Western Railroad Company

[See Syracuse, Binghamton and New York Railroad Company.]

Organization: Originally The Liggett's Gap Railroad Company, incorporated by special act of the State of Pennsylvania approved April 7, 1832 (ch. 134, sec. 12); name changed to The Lackawanna and Western Railroad Company by special act of Pennsylvania approved April 14, 1851 (ch. 338); and consolidated March 11, 1853, under special act of Pennsylvania approved March 11, 1853 (ch. 123), with the Delaware and Cobb's Gap Railroad Company, incorporated by special act of Pennsylvania approved April 7, 1849 (ch. 470, see L. 1851), under the name of The Delaware, Lackawanna and Western Railroad Company.

The following have since been consolidated with and merged into the company: viz., the Keyser Valley Railroad Company, incorporated under special act of Pennsylvania approved March 13, 1865 (ch. 322), December 27, 1865; the Nanticoke Coal and Iron Company, incorporated under special act of Pennsylvania approved April 13, 1864 (ch. 345), August 12, 1870; The Lackawanna and Bloomsburg Railroad Company, incorporated under special act of Pennsylvania approved April 5, 1852 (ch. 391), June 17, 1873. The New York, Lackawanna and Western Railway Company of Pennsylvania was merged August 9, 1883, with The New York, Lackawanna and Western Railway Company of New York.

Location of lines within State: The main line of The Delaware, Lackawanna and Western Railroad Company extends from Hoboken, N. J., to Buffalo via Scranton and Binghamton, with main line branches to Syracuse and Oswego, Utica, Ithaca, and Black Rock (the latter a switching track around Buffalo). That portion of the main line from the Pennsylvania-State line near Conklin

to Buffalo is within the State, except 6.36 miles west of Waverly which are in Pennsylvania. The line from Binghamton to Buffalo is leased from The New York, Lackawanna and Western Railway Company (New York corporation, see "Portions of lines leased").

Portions of lines operated within State, proprietary: The Syracuse and Baldwinsville Railway, Baldwinsville Junction to Baldwinsville, 0.95 mile single track; Cincinnatus Branch (Erie and Central New York Railroad Company), Cortland Junction to Cincinnatus, 18.31 miles single track.

Portions of lines leased: Cayuga (Ithaca) Branch (The Cayuga and Susquehanna Railroad Company, lessor), Susquehanna river to Ithaca, 34.41 miles single track; The Valley Railroad, main line (The Valley Railroad Company, lessor), Pennsylvania-State line to Binghamton, 11.10 miles double track; New York, Lackawanna and Western Railroad, main line (The New York, Lackawanna and Western Railway Company, lessor), Binghamton to Buffalo, with exception noted above west of Waverly, 208.06 miles first track, 206.85 miles second track; The Greene Railroad, Utica Division (The Greene Railroad Company, lessor), Chenango Forks to Greene, 8.10 miles single track; Oswego and Syracuse (The Oswego and Syracuse Railroad Company, lessor), Syracuse to Oswego, 34.98 miles single track; Utica Division (Utica, Chenango and Susquehanna Valley Railroad Company, lessor), Greene to Utica, 75.64 miles single track; Richfield Springs Branch, Richfield Junction to Richfield Springs, 21.77 miles single track.

Trackage rights: Binghamton to Syracuse (Syracuse, Binghamton and New York Railroad Company), 80.95 miles single track; Utica (New York, Ontario and Western Railway Company), 0.20 mile single track.

Total mileage: operated, proprietary, 19.26; operated, leased, 394.06; trackage rights, 81.15: 494.47.

Dexter and Northern Railroad Company

Organization: Incorporated July 23, 1908, under the railroad law of New York (amended certificate filed October 19, 1908).

Location of line: Jefferson county; extends from Dexter to Dexter Junction, 2 miles single track.

Total mileage: operated, proprietary, 2.

The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company

[Operated by The Lake Shore and Michigan Southern Railway Company for The New York Central and Hudson River Railroad Company, lessee.]

Organization: Incorporated December 31, 1872, as a consolidation of the Warren and Venango Railroad Company, organized under the laws of Pennsylvania, and Dunkirk, Warren and Pittsburgh Railway Company, incorporated May 14, 1870, by consolidation of the Dunkirk, Warren and Pittsburgh Railroad Company, incorporated March 14, 1867, under the railroad law of New York, and Conewango Valley Railroad Company, organized under the laws of Pennsylvania.

Location of line: Extends from Dunkirk to Titusville, with connection for Oil City and Pittsburgh. That portion of the line within the State extends from Dunkirk to the Pennsylvania-State line near Fentonville, 42.26 miles single track.

Total mileage operated, proprietary, 42.26.

The Elmira and Lake Ontario Railroad Company

[Operated by The Northern Central Railway Company. See Elmira and Williamsport Railroad Company.]

Organization: Formed by consolidation December 31, 1886, of The Chemung Railroad Company, incorporated by special act of the legislature of New York passed May 14, 1845 (ch. 350), The Elmira, Jefferson and Canandaigua Railroad Company, incorporated February 18, 1859, as a reorganization of the Canandaigua and Elmira Railroad Company, new name assumed September 14, 1852, by The Canandaigua and Corning Railroad Company, incorporated by special act of New York passed May 14, 1845 (ch. 328). The Elmira and Lake Ontario Railroad Company is operated by The Northern Central Railway Company (Susquehanna and Elmira division) as a part of the Pennsylvania Railroad system. (For The Pennsylvania Railroad Company see Western New York and Pennsylvania Railway Company; for The Northern Central Railway Company see Elmira and Williamsport Railroad Company.) Connection is made with Elmira and Williamsport Railroad Company over the tracks of the Erie railroad, Southport to Chemung Junction, 6.20 miles.

Location of line: The main line extends from Chemung Junction to Canandaigua, 64.19 miles single track, 1.14 miles second track.

The Lake Branch, for freight only, extends from Canandaigua yard to Canandaigua Lake, 1.48 miles single track. Sodus Bay Branch, Stanley to Sodus Point, 34.06 miles single track.

Trackage rights: Erie Junction to Chemung Junction (Erie Railroad Company), 5.28 miles double track.

Total mileage: operated, proprietary, 99.73; trackage, 5.28: 105.01.

Elmira and Williamsport Railroad Company

[Operated by The Northern Central Railway Company. See Elmira and Lake Ontario Railroad Company.]

Organization: Elmira and Williamsport Railroad Company, incorporated by special act of the legislature of New York passed April 21, 1832 (ch. 216), in connection with the Elmira and Lake Ontario Railroad Company is operated by The Northern Central Railway Company (Susquehanna and Elmira division) as a part of the Pennsylvania Railroad system. (For The Pennsylvania Railroad Company see Western New York and Pennsylvania Railway Company.)

The Northern Central Railway Company was formed by consolidation December 9, 1854, pursuant to a special statute of Pennsylvania approved May 3, 1854 (ch. 531), and a special statute of Maryland passed March 10, 1854 (ch. 250), of Baltimore and Susquehanna Railroad Company, incorporated under a special act of the State of Maryland passed February 13, 1828 (ch. 72, see L. 1827–8), York and Maryland Line Railroad Company, incorporated under a special act of the State of Pennsylvania approved March 14, 1832 (ch. 78, see L. 1831–2), York and Cumberland Railroad Company, incorporated under a special act of the State of Pennsylvania approved April 21, 1846 (ch. 421, see L. 1848), and Susquehanna Railroad Company, incorporated by special act of Pennsylvania approved April 14, 1851 (ch. 337).

Location of line within State: The main line extends from Williamsport, Penna., to Elmira, of which 6.44 miles single track, 0.34 mile second track, are within the State.

Total mileage within State operated, proprietary, 6.44.

Erie Railroad Company

[See Bath and Hammondsport Railroad Company, Erie Terminals Railroad Company, New Jersey and New York Railroad Company, and Middletown, Unionville and Water Gap Railroad Company, operated by New York, Susquehanna and Western Railroad Company.]

Organization: Original corporation, New York and Erie Railroad Company, organized under a special act of the New York legislature passed April 24, 1832 (L. 1832, ch. 224); reorganized May 1, 1861, and June 25, 1861, as the Erie Railway Company, under special acts passed April 4, 1860 (L. 1860, ch. 160), and April 2, 1861 (L. 1861, ch. 119); reorganized as New York, Lake Erie and Western Railroad Company upon foreclosure of the Erie Railway Company second consolidated mortgage and sale thereunder, April 27, 1878 (see act passed May 11, 1874: L. 1874, ch. 430, as amended by act passed June 2, 1876, L. 1876, ch. 446), and again reorganized November 14, 1895, as Erie Railroad Company upon foreclosure of New York, Lake Erie and Western Railroad Company second consolidated mortgage and sale thereunder, November 2, 1895.

Location of lines within State: The main line extends from Jersey City, N. J., to Marion, O., thence by Chicago and Erie railroad to Chicago, with main line branches Hornell to Buffalo, Salamanca to Dunkirk, Youngstown to Cleveland, and Marion, O., to Cincinnati. The original main line of the Erie railroad extended from Piermont to Dunkirk, 404.57 miles first track, 278.90 miles second track, 0.10 mile third track, 0.055 mile other main track, and included what is now known as the Piermont branch, Piermont to Suffern, 18 miles single track, and also that portion of the Allegheny division extending from Hornell to Dunkirk. Meadville Division, present main line, Salamanca to Meadville, Penna. (Nypano Railroad Company), of which 48.36 miles first track, 25.03 miles second track, 1.50 miles third track, Salamanca to Pennsylvania-State line, are within the State. Buffalo Branch, Hornell to Buffalo, 92.16 miles double track. (For Union Railroad, Suffern to New Jersey-State line, see "Portions of lines leased".)

Branches wholly or partly within the State: Newburgh and New York Railroad, Arden Junction to Vail's Gate Junction, 12.64 miles single track, 3.7 miles second track;

Newburgh Branch, Greycourt to Newburgh, 18.73 miles first track, 6.33 miles second track.

Buffalo, New York and Erie Railroad, Rochester Division (part) and Attica Branch, Painted Post to Attica via Avon, 109.01 miles single track (for Rochester Division, Avon to Rochester, see "Portions of lines leased");

Suspension Bridge and Erie Junction Railroad, Niagara Falls Branch, East Buffalo to Suspension Bridge, 24.01 miles single track, 6.31 miles second track;

Buffalo and Southwestern Railroad, Buffalo Creek Junction to Jamestown, 66.36 miles single track, 0.61 mile second track;

Branch Road, International Junction to International Bridge, 4.5 miles double track;

Buffalo, Bradford and Pittsburgh Railroad, Bradford Division, Carrollton to Bradford, Penna., of which there is within the State 8.06 miles single track, Carrollton to Pennsylvania-State line;

Conesus Lake Railroad, Conesus Lake to Lakeville, 1.61 miles single track;

Erie and Black Rock Railroad, Black Rock Junction to Black Rock, 1.14 miles single track.

Elmira State Line Railroad, Tioga Division, extending from Elmira to Hoytville, Penna., of which 6.51 miles single track, State Line Junction to Pennsylvania-State line, are within the State.

Portions of lines leased: Union Railroad, main line (Union Railroad Company, lessor), Suffern to New Jersey-State line, 0.85 mile four tracks; Montgomery Branch (Montgomery and Erie Railroad Company, lessor), Goshen to Montgomery, 10.43 miles single track; Pine Island Branch (Goshen and Deckertown Railroad Company, lessor), Goshen to Pine Island, 11.64 miles single track; Middletown and Crawford Branch (Middletown and Crawford Railroad Company, lessor), Crawford Junction to Pine Bush, 10.22 miles single track; Rochester Division, part (Rochester and Genesee Valley Railroad Company, lessor), Avon to Rochester, 18.40 miles single track; Mt. Morris Branch (Avon, Geneseo and Mt. Morris Railroad Company, lessor), Avon to Mt. Morris, 15.35 miles single track; Northern Railroad of New Jersey (Northern Railroad Company of New Jersey, lessor), Jersey City, N. J., to Nyack, of which that part from Nyack to New Jersey-State line, 7.10 miles first track, 2.68 miles second track, is within the State.

Line operated under contract, or where rent is contingent on earnings or other consideration: Southport Junction to State Line Junction (Northern Central railway), 2.31 miles single track. Trackage: Highland Mills to Guymard (Erie and Jersey railroad), 38.60 miles double track; Crawford Junction to Middletown (New York, Ontario and Western railway), 3.30 miles single track.

Total mileage within State: operated, proprietary, 797.66; operated, leased, 73.99; operated by contract or rent contingent, 2.31; trackage rights, 41.90: 915.86.

Erie Terminals Railroad Company

[Operated by Erie Railroad Company, trackage right; see Erie Railroad Company.]

Organization: Incorporated February, 1907, under New Jersey laws, and consolidated at a meeting of stockholders of both companies April 22, 1907, with Edgewater and Fort Lee Railroad Company, incorporated under the laws of New Jersey April, 1903.

Location of line: Orange county. Extends from Highland Mills, where it connects with the Newburgh and New York branch of Erie railroad, to Guymard, on the main line of that railroad, 38.60 miles double track.

Total mileage operated, proprietary, 38.60.

Fonda, Johnstown and Gloversville Railroad Company.

[Steam Division.]

Organization: Incorporated under the name of The Fonda, Johnstown and Gloversville Railroad Company January 17, 1867, under the railroad law of New York, and consolidated December 23, 1902, with Amsterdam Street Rail Road Company, incorporated February 5, 1873, and with Cayadutta Electric Railroad Company, incorporated February 27, 1892, under the name of Fonda, Johnstown and Gloversville Railroad Company. Cayadutta Electric Railroad Company was consolidated December 13, 1893, with The Gloversville Street Electric Railroad Company, incorporated under the railroad law of New York January 19, 1891.

Location of line operated by steam: Main line, Montgomery and Fulton counties, extends from Fonda to Northville, 25.47 miles single track.

Broadalbin Branch (Gloversville and Broadalbin Railroad, lessor), 6.15 miles single track.

Total mileage: operated, proprietary, 25.47; operated, leased, 6.15: total (not including electric lines), 31.62.

Fulton Chain Railway Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated February 25, 1902, as a reorganization of Fulton Chain Railroad Company, incorporated January 20, 1896, under the railroad law of New York.

Location of line: Herkimer county. Extends from Fulton Chain to Old Forge, 2.21 miles single track.

Total mileage operated, proprietary, 2.21.

Genesee and Wyoming Railroad Company

Organization: Incorporated March 24, 1899, as a reorganization of Genesee and Wyoming Valley Railroad Company, incorporated April 27, 1891, under the railroad law of New York.

Location of line: Livingston county. Extends from Pittsburgh and Lehigh Junction, where it connects with the Lehigh Valley railroad and Buffalo, Rochester and Pittsburgh railway, to Retsof, 10.66 miles single track; and from Retsof Junction, where it connects with the Pennsylvania railroad, via Retsof to Greigsville, where it connects with the Delaware, Lackawanna and Western railroad, 3.73 miles single track; and there is a single track branch at Retsof yard (freight only), 1.77 miles.

Total mileage operated, proprietary, 16.16.

Glenfield and Western Railroad Company

Organization: Incorporated August 6, 1901, under the railroad law of New York.

Location of line: Lewis county. Extends from Glenfield, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to Monteola, 19.45 miles single track.

Total mileage operated, proprietary, 19.45.

Greenwich and Johnsonville Railway Company

Organization: Incorporated October 13, 1866, as The Union Village and Johnsonville Railroad Company, under the railroad law of New York; name changed March 26, 1874, to Greenwich and Johnsonville Railroad Company; reorganized September 10, 1879, as Greenwich and Johnsonville Railway Company, and consolidated August 12, 1903, with Battenkill Railroad, incorporated December 15, 1902, under the railroad law of New York.

Location of line: Rensselaer and Washington counties. The main line extends from Johnsonville, where it connects with Boston and Maine Railroad, to Schuylerville, where it connects with the Schuylerville branch of Boston and Maine Railroad, 21.43 miles single track.

Salem Branch, Greenwich to Salem Junction, where it connects with The Delaware and Hudson Company's railroad, 10.19 miles single track.

Total mileage operated, proprietary, 31.62.

The Island Railroad Company

[Switching tracks; no equipment. Mutual Terminal Company, owner.]

Organization: Incorporated September 1, 1883, under the railroad law of New York.

Location of line: Erie county. Consists of a series of parallel switching tracks extending from a connection with the Buffalo Creek railroad, near Ganson street, Buffalo, to the Mutual Transit Company's warehouse and the Mutual Terminal Company's elevator. Length of tracks varies from 900 to 1200 feet, and sum of all tracks about 1.50 miles.

Total length of road, 0.114.

Jamestown, Chautauqua and Lake Erie Railway Company

Organization: Incorporated September 25, 1900, under the railroad law of New York.

Location of line: Chautauqua county. The main line extends from Jamestown, where it connects with Meadville division of Erie railroad, to Westfield, where it connects with the Lake Shore and Michigan Southern railway: Jamestown to Mayville Junction (Jamestown and Chautauqua Railway Company, lessor), 21.17 miles, and Mayville to Westfield, 10.08 miles: total 31.25 miles single track.

Chautauqua Branch (Jamestown and Chautauqua Railway Company, lessor), Pennsylvania Railroad Junction to Chautauqua, 2.68 miles single track (not used for passenger service). In order to reach the Chautauqua Branch the Pennsylvania railroad tracks are used (see below).

Falconer Branch, Clifton to Falconer (Jamestown and Chautauqua Railway Company, lessor), 3.46 miles single track, is not operated.

Trackage: Mayville to Mayville Junction (Pennsylvania railroad), 1.20 miles.

Total mileage: operated, proprietary, 10.08; operated, leased, 23.85; trackage, 1.20: 35.13.

Kanona and Prattsburgh Railway Company

Organization: Incorporated under the railroad law of New York April 13, 1897, as a reorganization of Kanona and Prattsburgh Railroad Company, incorporated April 2, 1886.

Location of line: Steuben county. Extends from Kanona, where it connects with the Rochester division of Erie railroad, to Prattsburgh, 11.44 miles single track.

Total mileage operated, proprietary, 11.44.

The Keeseville, Ausable Chasm and Lake Champlain Railroad Company

[Operated principally by electricity.]

Organization: Incorporated April 4, 1889, under the general railroad act of New York.

Location of line: Extends from Keeseville to Port Kent, 5.64 miles single track.

Total mileage operated, proprietary, 5.64.

Lake Champlain and Moriah Railroad Company

Organization: Incorporated December 4, 1867, under the railroad law of New York.

Location of line: Essex county. Extends from Port Henry, on Lake Champlain, where it connects with The Delaware and Hudson Company's railroad, to Mineville, 7 miles single track.

Total mileage operated, proprietary, 7.

The Lake Shore and Michigan Southern Railway Company

Organization: Incorporated August 14, 1869, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana, and Illinois, as a consolidation of The Buffalo and Erie Railroad Company (see below) and the Lake Shore and Michigan Southern Railway Company (see below) under the name of The Lake Shore and Michigan Southern Railway Company.

The Buffalo and State Line Railroad Company, incorporated October 13, 1849, under a special act of the legislature of New York passed April 12, 1848 (ch. 301), authorizing the incorporation of a railroad from Buffalo to the Pennsylvania-State line (by a special act of the legislature of New York passed April 13, 1857 [ch. 362], the Buffalo and State Line Railroad Company was authorized to lease the Erie and North East Railroad Company, and by a special act passed March 9, 1867 [ch. 66], to consolidate with that company), and The Erie and North East Railroad Company, incorporated by special act of the State of Pennsylvania passed April 12, 1842 (ch. 92), were consolidated under the name of The Buffalo and Erie Railroad Company June 27, 1867, pursuant to the laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad Company, incorporated by special act of the legislature of Ohio passed February 18, 1848 (L. 1847–8, p. 184), and the Cleveland and Toledo Railroad Company, formed July 15, 1853, by consolidation, under the laws of Ohio, of Junction Railroad Company, incorporated by special charter from Ohio legislature passed March 2, 1846 (L. 1845–6, p. 284), The Toledo, Norwalk and Cleveland Railroad Company, created by special charter from Ohio legislature passed March 7, 1850 (L. 1849–50, p. 316), and Port Clinton Railroad Company, incorporated October 6, 1852, under the general Ohio railroad act of May 1, 1852 (L. 1852, p. 274), were consolidated under the name of The Lake Shore Railway Company in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania; and the Lake Shore Railway Company and The Michigan Southern and Northern Indiana Railroad Company were consolidated under the name of The Lake Shore and Michigan Southern Railway Company in May, 1869, pursuant to the laws of the States of Pennsylvania, Ohio, Michigan, Indiana, and Illinois.

The Michigan Southern and Northern Indiana Railroad Company was organized April 15, 1855, by a consolidation under the laws of the States of Illinois, Indiana, and Michigan, of the following companies: viz., Michigan Southern Railroad Company, created by special charter of Michigan passed May 9, 1846 (ch. 113); The Erie and Kalamazoo Railroad Company, organized by special charter of Michigan passed April 22, 1833 (Private Laws 1833, p. 78), and leased in perpetuity to the Michigan Southern Railroad Company May 25, 1849; Northern Indiana Railroad Company, organized July 8, 1853, under the laws of the States of Ohio and Indiana by the consolidation of the Northern Indiana Railroad Company, chartered by the State of Indiana February 6, 1835, under the name of Buffalo and Mississippi Railroad Company, and the Northern Indiana Railroad Company (Ohio), created by special charter from Ohio legislature passed March 3, 1851 (L. 1850–51, p. 439).

Location of line within State: The main line extends from Buffalo to Chicago, Ill., via Cleveland and Toledo, Ohio, with main line branches to Oil City, Penna., Detroit, Mich., Fort Wayne, Ind., Jackson, Grand Rapids, and Lansing, Mich. Of the main line Buffalo to Chicago, that part from a connection with the N. Y. C. & H. R. R. R. Co. near Exchange street, Buffalo, to Pennsylvania-State line near State Line, 67.78 miles first track, 67.82 miles second track, 61.21 miles third track, and 34.63 miles other main track, are within the State.

Total mileage within State operated, proprietary, 67.78 (67.82 second track).

The Lehigh and Hudson River Railway Company

Organization: Formed by consolidation April 1, 1882, of Lehigh and Hudson River Railroad Company (a corporation incorporated under the general railroad acts of New Jersey, into which the Pequest and Wallkill Railroad Company, incorporated by a special act of the legislature of the State of New Jersey passed February 23, 1866 [ch. 53], had been merged May 16, 1881) and The Warwick Valley Railroad Company, incorporated under the railroad law of New York March 8, 1860, with which the Wawayanda Railroad Company, incorporated under the general railroad laws of New Jersey, had been consolidated May 27, 1880. By a special act of the legislature of New York passed April 16, 1866 (ch. 620), The Warwick Valley Railroad Company was authorized to extend its road in the town of Warwick to the New Jersey-State line. The Orange County Railroad Company, incorporated December 3, 1888, was consolidated with the Lehigh and Hudson River Railway Company under the name of the latter May 22, 1907.

Location of line within State: The main line extends from Maybrook, N. Y., to Belvidere, N. J., with connection for Easton and Philadelphia, Penna. That portion of the main line within the State extends from Maybrook to the New Jersey-State line, a short distance east of New Milford, 25.20 miles single track.

Total mileage within State operated, proprietary, 25.20.

Lehigh and New England Railroad Company

[Operating line of Pochuck Railroad Company and Campbell Hall Connecting Railroad Company.]

Organization: Organized July 1, 1895, under the laws of New Jersey and Pennsylvania, as a reorganization of Pennsylvania, Poughkeepsie and Boston Railroad Company, incorporated under the general railroad laws of New Jersey and Pennsylvania September 7, 1887, in turn also a reorganization of Pennsylvania, Slatington and New England Railroad Company, organized under the laws of New Jersey and Pennsylvania.

NOTE: A company of the same name: viz., Pennsylvania, Poughkeepsie and Boston Railroad Company, was incorporated December 31, 1887, under the railroad law of New York, as a consolidation of Poughkeepsie, Hartford and New England Railroad Company, incorporated September 10, 1887, under the railroad law of New York, and Poughkeepsie and Southwestern Railroad Company, incorporated March 9, 1883, under the railroad law of New York.

Location of line within State: Extends from Campbell Hall and Goshen, via trackage rights (Erie railroad), to Pine Island Junction, thence over the line of Campbell Hall Connecting railway, which it operates by contract, to the state line, thence over its own line to Swartswood Junction, N. J., on the line of New York, Susquehanna and Western railroad. Lines also extend from Pen Argyl, Penna., to Slatington and Bethlehem and Bethlehem Junction, Penna., where connection is made with Lehigh Valley railroad and Philadelphia and Reading railway.

The portion of the line within the State extends from New Jersey-State line at Liberty Corners to Pine Island Junction (line of Campbell Hall Connecting Railway Company, operated by contract), 4.11 miles single track. A branch extends from Glenwood Junction to Glenwood, N. J. (line of Pochuck Railroad Company, operated by contract: no passenger service), of which that portion from Glenwood Junction to the New Jersey-State line near Pochuck, 2.12 miles single track, with branch 1 mile, Eden to Empire Quarries is within the State.

Trackage: Pine Island Junction to Campbell Hall (Erie railroad), 16.84 miles single track.

Total mileage within State: operated by contract or rent reserved, 7.23; trackage, 16.84: 24.07.

Lehigh Valley Railroad Company

Organization: Incorporated by special act of the legislature of Pennsylvania passed April 21, 1846 (ch. 422, see L. 1848), letters patent dated September 20, 1847, under the name of the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. By an act passed January 7, 1853 (ch. 1), the name was changed to Lehigh Valley Railroad Company. It was consolidated July 8, 1864, with Beaver Meadow Railroad [and Coal?] Company incorporated by special act passed April 7, 1830 (ch. 194, L. 1829–30), as the Beaver Meadow Railroad and Coal Company. Also consolidated August 5, 1864, with Penn Haven and White Haven Railroad Company, incorporated by special act passed May 4, 1857 (ch. 737, see L. 1859); with the Lehigh and Mahanoy Railroad Company June 20, 1866; with Hazelton Railroad Company incorporated as The Hazelton Coal Company by special act passed March 18, 1836 (ch. 47), name changed by special act passed March 9, 1865 (ch. 302), to the Hazelton Railroad Company; and with Lehigh and Luzerne Railroad Company June 16, 1868, incorporated by special act passed March 23, 1854 (ch. 599, see L. 1856), as the Jeddo and Carbon County Railroad Company, change of name authorized to The Lehigh and Luzerne Railroad Company by special act passed February 12, 1856 (ch. 57), and to the Lehigh Luzerne Railroad Company by act passed April 8, 1857 (ch. 218).

Location of lines within the State: The Lehigh Valley Railroad (Pennsylvania corporation) extends from Jersey City, N. J., to Buffalo, with main line branches within the State as follows: The Lehigh and New York Branch, Sayre, Penna., near Pennsylvania-State line, to North Fair Haven; Ithaca Branch, Van Etten Junction to Geneva Junction; Auburn and Ithaca Branch, Ithaca to Auburn; also branches from the main line to Rochester, and from Buffalo to Niagara Falls; Elmira and Cortland branch extends from Elmira to Camden via Van Etten. Main line within the State extends from the Pennsylvania-State line to Buffalo, and is leased from the Lehigh Valley Rail Way Company (New York corporation); see "Portions of lines leased".

Portions of lines leased: Buffalo Division (Lehigh Valley Rail Way Company, lessor), from the Pennsylvania-State line near Sayre, Penna., to Buffalo, 175.16 miles double track;

Lehigh and New York Branch (Lehigh and New York Railroad Company, lessor), from Pennsylvania-State line near Sayre, Penna., to North Fair Haven, 115.37 miles single track;

Ithaca Branch (Lehigh Valley Rail Way Company, lessor), Van Etten Junction to Geneva Junction, 59.49 miles single track, 1.02 miles second track;

Waverly Branch (Lehigh Valley Rail Way Company, lessor), state line near Sayre, Penna., to Waverly, 0.41 mile single track;

Seneca Falls Branch (Lehigh Valley Rail Way Company, lessor), Geneva Junction to Seneca Falls, 8.2 miles single track;

Naples Branch (Lehigh Valley Rail Way Company, lessor), Geneva to Naples, 29.42 miles single track;

Rochester Branch (Lehigh Valley Rail Way Company, lessor), Rochester to Hemlock, crossing the main line at Rochester Junction, 28.72 miles single track; also 0.35 mile single track, Rochester Junction to Honeoye Falls;

Niagara Falls Branch (Lehigh Valley Rail Way Company, lessor), Niagara Junction to Tonawanda Junction, 10.56 miles first track, 10.39 miles second track;

Elmira and Cortland Branch (Lehigh Valley Rail Way Company, lessor), Elmira to Camden, 139.14 miles single track;

Auburn and Ithaca Branch (Lehigh Valley Rail Way Company, lessor), Auburn Junction to Ithaca Junction, 42.46 miles single track;

Cayuga Branch (Lehigh Valley Rail Way Company, lessor), Cayuga Junction to Cayuga, 3.92 miles single track;

Lehigh and Lake Erie (Lehigh Valley Rail Way Company, lessor), freight line, from a connection with the main line at Sloans, east of Buffalo, to a junction with the Buffalo Creek railroad at Tifft farm, 10.93 miles double track.

Lines operated under contract or where the rent is contingent on earnings or other consideration: Hayt's Corners, Ovid, and Willard (Willard Branch), (Hayt's Corners, Ovid and Willard Railroad Company), Hayt's Corners to Willard, 3.82 miles single track. (In addition to mileage shown, 1.36 miles owned and maintained by the State of New York are operated by the Lehigh Valley Railroad Company under agreement.)

Trackage rights: Tonawanda to Suspension Bridge (The New York Central and Hudson River Railroad Company), 14.96 miles first track, 14.29 miles second track; Sylvan Junction (New York, Ontario and Western Railway Company), 0.10 mile single track.

Total mileage within State: operated, leased, 624.13; operated by contract or rent contingent, 3.82; trackage rights, 15.06: 643.01.

Little Falls and Dolgeville Railroad Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated February 20, 1891, under the railroad law of New York, and reorganized December 27, 1902.

Location of line: Herkimer county. Extends from Little Falls, where it connects with the New York Central and Hudson River railroad, to Dolgeville, 10.08 miles single track.

Line operated by contract or where rent is contingent on earnings or other consideration: Dolgeville to Salisbury Iron Mines (The Dolgeville and Salisbury Railway Company), an extension of the main line, 3.89 miles single track.

Total mileage: operated, proprietary, 10.08; operated by contract or rent contingent, 3.89: 13.97.

The Long Island Railroad Company

Organization: Incorporated by special act of the legislature of the State of New York passed April 24, 1834 (ch. 178). By a special act of the legislature of New York passed April 2, 1836 (ch. 94), the demise or lease of The Brooklyn and Jamaica Railroad, incorporated by special act passed April 25, 1832 (ch. 256), to The Long Island Railroad Company was authorized, and the construction of a branch to lead from Brooklyn and Jamaica railroad to a suitable point on the East river in "the village of" Williamsburgh authorized to be deemed performance of obligation to make its road from Greenport to Brooklyn and Williamsburgh. By a special act passed May 16, 1836 (ch. 358), a branch to Hempstead was authorized. By a special act passed June 28, 1851 (ch. 306), The Long Island Railroad Company was authorized to furnish rails for branch from Hicksville toward Cold Spring Harbor and to use branch when constructed. Special act passed April 19, 1859 (ch. 484), relates to construction and operation in Atlantic street, Brooklyn. (See L. 1860, ch. 100.) By special act passed March 12, 1860 (ch. 65), the extension of its line from Jamaica to the East river at or near Hunters Point, and purchase of New York and Jamaica railroad, incorporated September 3, 1859, under the railroad law of New York, were authorized.

Location of lines: The main line extends from Long Island City to Greenport, and the Montauk division from Long Island City to Montauk, with terminals at Atlantic avenue, Brooklyn (Nassau Electric Railroad, leased line), and Bay Ridge, and with branches to Manhattan Beach, Rockaway Beach, Long Beach, Oyster Bay, Wading River, etc. (see below). Of the main line, Long Island City to Greenport, 94.65 miles first track, 25.23 miles second track, 6.36 miles third track, and 5.30 miles other main track; 80.75 miles single track, 11.35 miles second track, New York City line to Greenport, are within the Second District. Of the Montauk division, 115.13 miles first track, 47.06 miles second track, and 2.42 miles third track; 100.92 miles first track, 32.67 miles second track, 1.54 miles third track, are within the Second District. Nassau Electric railroad (Nassau Electric Railroad Company, lessor), Flatbush avenue, Brooklyn, to Jamaica, 9.68 miles first and second tracks, 1.79 miles third track, and 1.70 miles other main tracks, not within Second District. Bay Ridge Branch (New York, Brooklyn and Manhattan Beach Railway Company, lessor), Bay Ridge to Manhattan Beach Junction, 4.68 miles first track, 3.18 miles second track, not within Second District.

North Side Branch, Winfield to Port Washington, 14.07 miles first track, 3.99 miles second track; 5.28 miles single track, New York City line to Port Washington, are within the Second District.

Whitestone Branch, Whitestone Junction to Whitestone Landing, 4.83 miles single track, not within Second District.

Flushing Branch, Great Neck Junction to Lawrence street, Flushing, 0.19 mile single track, not within Second District.

Central Branch, Floral Park to Belmont Junction, 19.50 miles single track, with Creedmoor Branch, Floral Park to Creedmoor, 1.94 miles single track, total length 21.44 miles, of which 19.97 miles single track are within the Second District; only that portion between Floral Park and Hempstead Crossing is used for passenger service, over which trains to and from Hempstead operate.

Bethgate Branch, Bethpage Junction to Bethgate (freight only), 1.52 miles single track.

Oyster Bay Branch, Mineola to Oyster Bay, 14.57 miles single track, 8.77 miles second track.

Hempstead Branch, Mineola to Hempstead, 2.74 miles single track.

Northport Branch, Hicksville to Old Northport, 15.07 miles first track, 0.15 mile second track.

Manor Branch, Manorville to Eastport, 6 miles single track.

Bushwick Branch, Bushwick to Bushwick Junction, 2.43 miles single track, not within Second District.

Valley Stream Branch, Garden City to Valley Stream, 6.15 miles single track.

Far Rockaway Branch, Far Rockaway to New York and Rockaway Beach Junction, 1.91 miles three tracks (see below, Cedarhurst Branch).

Cedarhurst Branch, Valley Stream to Cedarhurst, 3.46 miles first track, 3.27 miles second track, 0.30 mile third track; of the Far Rockaway and Cedarhurst Branches 4.68 miles first track, 4.49 miles second track, and 1.44 miles third track are within the Second District.

Long Beach Branch, Lynbrook to Long Beach, 5.30 miles single track.

Sag Harbor Branch, Bridgehampton to Sag Harbor, 4.43 miles single track.

Leased lines: New York, Brooklyn and Manhattan Beach Railway Company, lessor: Fresh Pond Junction to Cooper Avenue Junction, 1.41 miles double track, not within Second District; Manhattan Beach division, East New York to Manhattan Beach, 8.73 miles first track, 8.07 miles second track, not within Second District.

Glendale and East River Railroad Company, lessor: South Side crossing to Jefferson street, Brooklyn, 0.37 mile single track, not within Second District.

Canarsie Railroad Company, lessor: Jefferson street, Brooklyn, to East New York, 2.81 miles first track, 1.21 miles second track, not within Second District; Vesta avenue, Brooklyn, to Georgia avenue, 0.33 mile first track, 0.25 mile second track, not within Second District.

Long Island Railroad Company, North Shore Branch, lessor; Northport Junction to Wading River, 30.24 miles single track.

Jamaica and South Shore Railroad Company, lessor: Rockaway Junction to Springfield Junction, 3.19 miles double track, not within Second District; Far Rockaway Branch, Cedarhurst to Far Rockaway, 2.30 miles first track, 1.97 miles second track, and 1.80 miles third track. Of Jamaica and South Shore Branch, 2.08 miles double track, New York City line to Cedarhurst are within Second District.

Lines operated by contract or where rent is contingent on earnings or other consideration: Rockaway Beach division: New York and Rockaway Beach Railway, Glendale Junction to Rockaway Park, 10.67 miles first and second track, 3.35 miles third track, and 3.18 miles other main track, not within Second District; Far Rockaway Branch: Hammel's to New York and Rockaway Beach Junction, 1.67 miles first and second track, 1.23 miles third track, not within Second District.

Total mileage: operated, proprietary, 313.89 (within Second District, 267.38); operated, leased, 63.74 (within

Second District, 32.32); operated by contract or rent contingent, 12.34 (within Second District, none): 389.97.

The Lowville and Beaver River Railroad Company

Organization: Incorporated September 17, 1903, under the railroad law of New York.

Location of line: Lewis county. Extends from Lowville, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to Croghan, 10.44 miles single track.

Total mileage operated, proprietary, 10.44.

Marcellus and Otisco Lake Railway Company

Organization: Incorporated under the railroad law of New York May 25, 1905.

Location of line: Onondaga county. Martisco to Otisco Lake, 9.05 miles single track.

The Massena Terminal Railroad Company

Organization: Incorporated May 1, 1900, under the railroad law of New York.

Location of line: Connects with the main line of Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad at Massena Springs, and extends to the power plant of the Aluminum Company of America on La Grasse river, 1.56 miles single track.

Used entirely for switching purposes.

Total mileage operated, proprietary, 1.56.

Middleburgh and Schoharie Rail Road

Organization: Incorporated March 29, 1867, under the railroad law of New York.

Location of line: Schoharie county. Extends from Middleburgh to Schoharie, 5.33 miles single track, where it connects with the Schoharie Valley railway, the two forming a through line between Middleburgh and Schoharie Junction on The Delaware and Hudson Company's railroad.

Total mileage operated, proprietary, 5.33.

Middletown, Unionville and Water Gap Railroad Company

[Operated by New York, Susquehanna and Western Railroad Company.]

Organization: Incorporated May 25, 1866, under the railroad law of New York.

New York, Susquehanna and Western Railroad Company was incorporated April 25, 1893, as a consolidation under the general laws of the State of New Jersey and the Commonwealth of Pennsylvania, of the New York, Susquehanna and Western Railroad Company, incorporated under the general laws of the State of New Jersey and the Commonwealth of Pennsylvania, with the Hudson River Railroad and Terminal Company, incorporated under the general laws of the State of New Jersey.

Location of line: Orange county. The line is operated by New York, Susquehanna and Western Railroad Company (Jersey City, N. J., to Grant Place, near Stroudsburg, Penna., and Unionville, N. Y.), and extends from Middletown, where it connects with the Erie railroad and the New York, Ontario and Western railway, to the New Jersey-State line at Unionville, 13.65 miles single track.

Total mileage operated, proprietary, 13.65.

New Jersey and New York Railroad Company

[Operated by Erie Railroad Company.]

Organization: Incorporated April 3, 1880, under the laws of New Jersey, as a reorganization of the New Jersey and New York Railroad Company, formed by consolidation November 4, 1874, of Hackensack Railroad Company, a reorganization of Hackensack and New York Railroad Company, incorporated by special act of the legislature of New Jersey approved March 14, 1856 (ch. 162); see also act (N. J.) passed March 12, 1861 (ch. 105), extension to New York and Erie railroad at or near Nanuet; see also section 4 of act passed March 22, 1867 (ch. 188); also act (N. J.) passed March 29, 1864 (ch. 313), extension to Hudson river or to any other railroad extending or running to the Hudson river; see also act of legislature of New York passed April 17, 1875 (ch. 118), extension of New Jersey and New York railroad from a point in the township of Haverstraw or Stony Point to a point on the Wallkill Valley railroad; and New Jersey and New York Railroad Company, a reorganization of The Hackensack and New York Extension Railroad Company, formed by special act of New Jersey passed February 23, 1869 (ch. 55); see also act approved March 10, 1868 (ch. 132). By special act of the legislature of New York passed April 20, 1870 (ch. 304), extension was authorized from the state line "to a point on the Hudson river between Caldwell's Landing and the southerly line of the village of Warren, in the county of Rockland".

Location of lines within State: Rockland county. Extends from Jersey City, trackage over Erie railroad to New Jersey and New York Junction, thence via Nanuet, trackage over Piermont Branch of Erie railroad, to Spring Valley, to Haverstraw and Stony Point, with branch to New City. That portion of the main line within the State extends from the New Jersey-State line near Pearl river to Nanuet Junction, and from Spring Valley to Stony Point Junction, 11.48 miles single track; from Stony Point Junction to Stony Point, 1.04 miles single track; and from Stony Point Junction to Haverstraw (New Jersey and New York Extension Railroad Company, lessor), 2.37 miles single track.

New City Branch, Nanuet to New City, 4.29 miles single track.

Line operated by contract or where rent is contingent on earnings or other consideration: Garnersville Railroad (Garnersville railroad), 1 mile.

Trackage: Nanuet to Spring Valley (Erie railroad), 2.30 miles.

Total mileage: operated, proprietary, 16.81; operated, leased, 2.37; operated by contract or rent contingent, 1; trackage, 2.30: 22.48.

Newton Falls and Northern Railroad

Organization: Incorporated June 24, 1908, under the railroad law of New York.

Location of line: St. Lawrence county; extends from Newton Falls, where it connects with the Carthage and Adirondack branch of the Rome, Watertown and Ogdensburg railroad (The New York Central and Hudson River Railroad Company, lessee), to New Bridge, about 6.5 miles single track. The road is used entirely for conveying logs and timber belonging to the company owning the road.

Total mileage operated, proprietary, 6.5.

New York and Ottawa Railway Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated January 19, 1905, as a reorganization of New York and Ottawa Railroad Company, incorporated July 22, 1897, under the railroad law of New York, and consolidated October 28, 1897, with Northern New York Railroad Company, incorporated May 27, 1895, as a reorganization of Northern Adirondack Railroad Company, incorporated February 9, 1883, under the railroad law of New York, and consolidated April 5, 1890, with Northern Adirondack Extension Railroad Company, incorporated February 17, 1886, under the railroad law of New York.

Location of line: Franklin and St. Lawrence counties. Extends from Tupper Lake to the Canada line in the St. Lawrence river near Cornwall (Nyando), on the Canada line, 69.27 miles single track, where connection is made with the Ottawa and New York railroad for Ottawa.

Trackage: Moira (Rutland Railroad Company), 0.15 mile and part of bridge over St. Lawrence river, 0.18 mile, all single track.

Total mileage: operated, proprietary, 69.27; trackage, 0.33: 69.60.

New York and Pennsylvania Railway Company

Organization: Incorporated May 24, 1904, as a consolidation of New York and Pennsylvania Railroad Company, incorporated under the railroad law of New York July 22, 1895, amendment September 23, 1895, and which latter company was consolidated June 22, 1896, with Olean, Oswayo and Eastern Railroad Company, incorporated under the laws of Pennsylvania October 20, 1892, under the name of New York and Pennsylvania Railroad Company; the Sharon and Ceres Railroad Company, incorporated under the laws of Pennsylvania July 18, 1901, and Sharon and Ceres Terminal Railroad Company, incorporated under the railroad law of New York February 9, 1903.

Location of lines: Steuben and Allegany counties. Extends from Canisteo, where it connects with the Susquehanna division of Erie railroad, to the New York-Pennsylvania line near Genesee, a distance of 27.10 miles; it then passes for some distance through the State of Pennsylvania and reënters the State of New York for 0.18 mile at Ceres, where it connects with the Pittsburg, Shawmut and Northern railroad.

Total mileage operated, proprietary, 27.28.

The New York, Auburn and Lansing Railroad Company

[Steam Line.]

Organization: Incorporated under the railroad law of New York March 16, 1900.

Location of line: Cayuga and Tompkins counties. Extends from Auburn (trackage to N. Y. C. & H. R. R. R. depot) to Renwick Junction, 34.53 miles single track (Renwick Junction to Ithaca, trackage Ithaca Street Railway Company, electricity).

Main line, Auburn to Columbian Rope Co., 0.40 mile single track.

South Lansing to Rogues Harbor, 0.49 mile single track.

Trackage: Junction to Auburn station (The New York Central and Hudson River Railroad Company), 0.15 mile.

Total mileage (steam only): operated, proprietary, 35.42; trackage, 0.15: 35.57.

The New York Central and Hudson River Railroad Company

[See The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, Fulton Chain Railway Company, The Lake Shore and Michigan Southern Railway Company, Little Falls and Dolgeville Railroad Company, New York and Ottawa Railway Company, The New York, Chicago and St. Louis Railroad Company, Raquette Lake Railway Company, Rutland Railroad Company, and St. Lawrence and Adirondack Railway Company.]

Organization: Formed by consolidation November 1, 1869, of The New York Central Railroad Company and The Hudson River Railroad Company.

The Hudson River Railroad Company was incorporated under a special act of the legislature passed May 12, 1846 (ch. 216).

The New York Central Railroad Company was formed by consolidation July 7, 1853, under authority of a special act of the legislature passed April 2, 1853 (ch. 76), of the following companies: The Albany and Schenectady Railway Company, organized as the Mohawk and Hudson River Railroad Company by special act of the legislature passed April 17, 1826 (ch. 253), and name changed to The Albany and Schenectady Railroad Company by special act passed April 19, 1847 (ch. 91); The Buffalo and Lockport Railroad Company, incorporated under the railroad law April 29, 1852; Buffalo and Rochester Railroad Company, formed by consolidation December 7, 1850, of The Attica and Buffalo Railroad Company, incorporated under a special act passed May 3, 1836 (ch. 242), and The Tonawanda Railroad Company, incorporated by special act passed April 24, 1832 (ch. 241); The Mohawk Valley Railroad Company, incorporated under the railroad law December 29, 1852 (not constructed, consolidated July 7, 1853, with The New York Central Railroad Company under the act of 1853); The Rochester, Lockport and Niagara Falls Railroad Company, incorporated December 14, 1850, as a reorganization of the Lockport and Niagara Falls Railroad Company, incorporated by special act passed April 24, 1834 (ch. 177); The Rochester and Syracuse Railroad Company, a consolidation August 1, 1850, of The Auburn and Rochester Railroad Company, incorporated by special act passed May 13, 1836 (ch. 349), and The Auburn and Syracuse Railroad Company, incorporated by special act passed May 1, 1834 (ch. 228): The Direct Railway between Syracuse and Rochester, incorporated under the railroad law June 18, 1848, was consolidated with The Rochester and Syracuse Railroad Company August 6, 1850; The Schenectady and Troy Railroad Company, incorporated by special act passed May 21, 1836 (ch. 427); The Syracuse and Utica Railroad Company, incorporated by special act passed May 11, 1836 (ch. 292); Syracuse and Utica Direct Railroad Company, incorporated under the railroad law January 26, 1853 (not constructed, consolidated July 7, 1853, with The New York Central Railroad Company under the act of 1853); The Utica and Schenectady Railroad Company, incorporated by special act passed April 29, 1833 (ch. 294).

In addition to the foregoing, the roads of the four companies following were leased and the companies subsequently merged in the consolidation: The Buffalo and Niagara Falls Railroad Company, incorporated by special act passed May 3, 1834 (ch. 269): leased December 22, 1853, capital surrendered and company merged April 23, 1869; The Lewiston Railroad Company, incorporated by special act passed May 6, 1836 (ch. 260): merged September 30, 1855; Rochester and Lake Ontario Railroad Company, incorporated under the railroad law May 17,

1852: leased August 25, 1852, merged September 30, 1855; The Saratoga and Hudson River Railroad Company, incorporated under the railroad law April 16, 1864, leased March 7, 1867, to The New York Central Railroad Company: at that time the track extended from a point on the Hudson river in the town of Athens to a point in the town of Rotterdam; capital surrendered and company merged with The New York Central Railroad Company September 9, 1867. Under date of November 2, 1881, the road formerly constituting the Saratoga and Hudson River railroad, extending from Athens to Schenectady, was leased to the New York, West Shore and Buffalo Railway Company.

An interest in the following lines has been acquired by The New York Central and Hudson River Railroad Company by merger or consolidation: The Geneva and Lyons Railroad Company, incorporated under the railroad law October 5, 1877: leased and capital surrendered and company merged January 20, 1890; The Junction Railroad Company, incorporated under the railroad law April 20, 1870: leased April 10, 1875, capital surrendered and company merged October 1, 1879; Niagara Bridge and Canandaigua Railroad Company, incorporated August 25, 1858, as a reorganization of The Canandaigua and Niagara Falls Railroad Company, incorporated under the railroad law March 18, 1851: leased to The New York Central Railroad Company September 1, 1858, capital surrendered and company merged January 10, 1890; The Syracuse Junction Railroad Company, incorporated under the railroad law June 9, 1873: leased April 10, 1875, to The New York Central and Hudson River Railroad Company, capital surrendered and company merged October 1, 1879.

West Shore Railroad Company, leased to The New York Central and Hudson River Railroad Company December 5, 1885, was incorporated December 5, 1885, as a reorganization of New York, West Shore and Buffalo Railway Company, incorporated February 18, 1880, under the railroad law (amended certificate filed May 9, 1881). The New York, West Shore and Buffalo Railway Company was consolidated June 14, 1881, with the North River Railroad Company, a corporation organized under the laws of the States of New York and New Jersey, formed May 5, 1881, by consolidation of the North River Railway Company, a corporation organized April 3, 1880, under the railroad law of New York (amended certificate filed June 14, 1880), and the Jersey City and Albany Railway Company of the States of New York and New Jersey (amended certificate of North River Railroad Company filed May 9, 1881). The Jersey City and Albany Railway Company of the States of New York and New Jersey was formed January 28, 1879, by consolidation of the Jersey City and Albany Railway Company, organized under the laws of New Jersey as a reorganization of the Jersey City and Albany Railroad Company organized under the laws of New York and New Jersey, after foreclosure conducted in the United States Circuit Court in the District of New Jersey and the Southern District of New York, and the Jersey City and Albany Railway Company organized under the railroad law of New York October 12, 1878, as a reorganization of the same company, after foreclosure in the United States Circuit Court for the Southern District of New York. The Jersey City and Albany Railroad Company, organized under the laws of New York and New Jersey, was a consolidation June 24, 1873, of the Rockland Central Railroad Company, organized May 23, 1870, under the railroad law of New York, and The Ridgefield Park Railroad Company, organized under a special act of the legislature of New Jersey entitled "an act to incorporate The Ridgefield Park Railroad Company," approved April 4, 1867 (ch. 320), and various other acts of the State of New Jersey. The Rockland Central Railroad Company was consolidated July 29, 1872, with the Rockland Central Extension Railroad Company, organized May 29, 1872, under the railroad law of New York.

Location of lines within State: The main line extends from New York city (and Boston via Boston and Albany railroad to Albany) to Buffalo, and in connection with the Lake Shore and Michigan Southern railway, the Michigan Central railroad, the Cleveland, Cincinnati, Chicago and St. Louis railway and allied lines, reaches Cleveland, Pittsburgh, Chicago, Cincinnati, Detroit, and St. Louis, with main line branches to Troy, Montreal, Northern New York, Oswego, from Syracuse to Rochester the Auburn road, Williamsport, Penna., Niagara Falls, and other points. The West Shore railroad (leased line) extends from Weehawken, N. J., to Buffalo, with branches to Montgomery (Wallkill Valley), Albany, and Earlville (see "Portions of lines leased").

The mileage of the main line from New York city to Buffalo is 440.66 miles first and second tracks, 316.64 miles third track, and 295.99 miles other main tracks, June 30, 1910 (of which that part within the Second District, 425.86, is made up by inspection reports as follows: Electric division, New York city line to Croton, 21.47 miles first and second tracks, 15.75 miles third track, 6.54 miles fourth track, and 0.53 mile fifth track; Hudson division, Croton to Rensselaer, 106.29 miles first and second tracks, 4.18 miles third track, 2.14 miles fourth track; Mohawk division, Rensselaer to Minoa, 140.45 miles first and second tracks, and 139.70 miles third and fourth tracks; Western division, Minoa to Buffalo, 157.65 miles first and second tracks, 150.18 miles third and fourth tracks, 0.54 mile fifth track, 0.52 mile sixth track: total, 425.86 miles first and second tracks, 309.81 miles third track, 298.56 miles fourth track, 1.07 miles fifth track, and 0.52 miles sixth track).

Main line branches (proprietary): Auburn Road, Syracuse to Rochester, 96.29 miles single track; Troy and Schenectady, Troy to Schenectady, 20.90 miles single track; Syracuse Junction, East Syracuse to Syracuse Junction, 8.31 miles double track; Geneva and Lyons (Pennsylvania division), Lyons to Geneva, 14.08 miles first track, 12.67 miles second track; Rochester, Lockport and Niagara Falls, Rochester to Niagara Falls, 75.61 miles first track, 55.73 miles second track; Charlotte Branch, Rochester to Ontario Beach, 7.43 miles first track, 6.92 miles second track; Batavia and Attica, Batavia to Attica, 10.67 miles single track; Canandaigua and Niagara Falls, Canandaigua to North Tonawanda, 85.80 miles single track, 1.66 miles second track; Lockport and Tonawanda, Lockport Junction to North Tonawanda, 11.17 miles single track; Buffalo Belt Line, East Buffalo to North Buffalo, 7.23 miles first track, 7.22 miles second track; Buffalo and Niagara Falls, Buffalo to Niagara Falls, 21.82 miles first track, 21.53 miles second track; Lewiston Branch, Suspension Bridge to Lewiston, 5.51 miles single track; Buffalo Erie Basin, sidings of Buffalo and Niagara Falls Branch to Erie docks, 0.25 mile single track; New York Central and Niagara River, North Tonawanda to Tonawanda Island, 2.81 miles single track.

Portions of lines leased: Spuyten Duyvil and Port Morris, main line, First District (Spuyten Duyvil and Port Morris Railroad Company, lessor), Mott Haven Junction to Spuyten Duyvil, 5.31 miles first and second tracks, 4.35 miles third and other main tracks.

New York and Harlem (New York and Harlem Railroad Company, lessor), New York City line to Chatham, 114.75 miles, made up as follows: Electric division, New York City line to North White Plains, 11.82 miles double track; Harlem division, North White Plains to Chatham, 102.93 miles first track, 30.33 miles second track, and 0.48 mile third track (Grand Central Depot to Chatham, 127.45 miles first track, 52.05 miles second track, 13.03 miles third track, 12.55 miles other main tracks); Port Morris Branch (First District), 1.81 miles first track, 1.49 miles second track; Mahopac Branch, Goldens Bridge to Lake Mahopac, 7.22 miles single track.

New York and Putnam (New York and Putnam Railroad Company, lessor), New York City line to Putnam Junction, 47.56 miles single track (155th street, New York city, to Putnam Junction, 53.73 miles first track, 5.14 miles second track); Rapid Transit Branch, New York City line to Getty Square, Yonkers, 1.68 miles double track (Van Cortlandt to Yonkers, 3.10 miles double track).

Mahopac Falls (Mahopac Falls Railroad Company, lessor), Baldwin Place to Mahopac Falls, 2.05 miles single track.

Troy and Greenbush (Troy and Greenbush Railroad Association, lessor), Rensselaer to Troy, 5.56 miles double track.

West Shore (West Shore Railroad Company, lessor), Weehawken to Buffalo, 423.50 miles, of which that part within the State, 404.67 miles first track, 392.33 miles second track, 18.23 miles third track (inspector's report 18.25 miles), is made up as follows: River division, from 0.25 mile east of Tappan to 1.77 miles west of Ravena, 111.17 miles first and second tracks, 9.88 miles third track; Mohawk division, Ravena to Syracuse, 145.42 miles first and second tracks, 8.37 miles third track; Western division, De Witt to Buffalo, 148.08 miles double track. Branches: Rockland Lake Branch, Congers to Rockland Lake, 1.17 miles single track; Albany Branch, Ravena to Kenwood Junction, 11.55 miles single track; Chenango Branch, Syracuse to Earlville, 42.72 miles single track; Wallkill Valley (Wallkill Valley Railroad Company, lessor), Kingston to Montgomery, 32.88 miles single track.

Mohawk and Malone (Mohawk and Malone Railway Company, lessor), Herkimer to Malone Junction, 173.33 miles single track; Hinckley Branch, Prospect Junction to Hinckley, 2.96 miles single track; Saranac Branch, Lake Clear Junction to Saranac Lake, 5.89 miles single track.

Rome, Watertown and Ogdensburg (Rome, Watertown and Ogdensburg Railroad Company, lessor), Niagara Junction to Paul, 144.31 miles first track, 3.47 miles second track; Richland to Massena Springs, 119.14 miles first track, 19.25 miles second track; Syracuse to Pulaski, 37.57 miles first track, 5.71 miles second track; Rome to Richland, 41.28 miles single track; Phoenix Branch, Woodard to Fulton, 17.10 miles first track, 0.21 mile second track; Rochester Branch, Rochester to Windsor Beach, 7.30 miles single track; Cape Vincent Branch, Watertown Junction to Cape Vincent, 24.10 miles single track; DeKalb Branch, DeKalb Junction to Ogdensburg, 18.89 miles single track.

Utica and Black River, Utica to Ogdensburg, 134.31 miles first track, 10.02 miles second track; Clayton Branch, Rivergate to Clayton, 15.85 miles single track.

Oswego and Rome, Paul to Richland, 26.62 miles first track, 4.24 miles second track.

Niagara Falls Branch, Suspension Bridge to Niagara Junction, 8.58 miles single track. (For Carthage, Watertown and Sackets Harbor, and Gouverneur and Oswegatchie, see "Lines operated under contract".)

Carthage and Adirondack (Carthage and Adirondack Railway Company, lessor), Carthage to Newton Falls, 45.86 miles single track.

Geneva, Corning and Southern (Geneva, Corning and Southern Railroad Company, lessor), Geneva to Newberry Junction, Penna., of which 71.63 miles first track, 59.09 miles second track, Geneva to state line (Lawrenceville), are within the State; Penn Yan Branch, Dresden to Penn Yan, 6.55 miles single track; Corning Branch, Corning Junction to Corning, 0.75 mile first track, 0.73 mile second track.

Boston and Albany (Boston and Albany Railroad Company, lessor): the mileage of the Boston and Albany railroad between Boston and Albany is 199.23, of which 37.88 miles first and second tracks, 24.39 miles third track, Rensselaer to Massachusetts-State line, are within the State of New York; Hudson and Chatham Branch, Chatham to Hudson, 17.33 miles first track, and 1.06 miles second track.

Lines operated under contract or where the rent is contingent on earnings or other consideration: Carthage, Watertown and Sackets Harbor (Carthage, Watertown and Sackets Harbor Railroad Company), Carthage to Sackets Harbor, 29.15 miles single track; Gouverneur and Oswegatchie (Gouverneur and Oswegatchie Railroad Company), Gouverneur Junction to Edwards, 13.07 miles single track; Tivoli Hollow, main line (Tivoli Hollow Railroad Company), West Albany to Albany, 1.24 miles single track; Terminal Railway of Buffalo (The Terminal Railway of Buffalo), Depew to Blasdell, 11.02 miles double track.

Trackage rights: Albany to Troy (The Delaware and Hudson Company), 7.10 miles double track; Kenwood Junction to Albany (The Delaware and Hudson Company), 1.69 miles first track, 0.76 mile second track; Troy Union (Troy Union Rail Road Company), Troy, 2.03 miles first track, 2 miles second track; Buffalo Creek (Buffalo Creek Railroad Company), Buffalo, 5.03 miles first track, 4.25 miles second track; Montgomery to Campbell Hall (Erie Railroad Company), 4.78 miles single track; Fulton to Oswego (New York, Ontario and Western Railway Company), 12.20 miles single track; Norwood to Malone Junction (Rutland Railroad Company), 36.80 miles single track.

Total mileage within State: operated, proprietary, 808.54 (within Second District, 793.74); operated, leased, 1656.45 (within Second District, 1629.04); operated by contract or rent contingent, 54.48; trackage rights, 69.63: total 2589.10 (in Second District, 2546.89).

The New York, Chicago and St. Louis Railroad Company

Organization: Incorporated August 15, 1887, as a consolidation of The New York, Chicago and St. Louis Railroad Company, incorporated under the railroad law of New York June 22, 1887, and The Erie and State Line Railroad Company of Pennsylvania, incorporated June 27,

1887, under the general laws of Pennsylvania. These two companies bought from the purchasers the portions of the line of the New York, Chicago and St. Louis Railway Company (see below) in the respective States of New York and Pennsylvania, which line was sold under foreclosure in May, 1887. The portions of the line in the States of Ohio, Indiana, and Illinois, respectively, were bought from the purchasers by the following corporations: The Cleveland and State Line Railroad Company, incorporated under the laws of Ohio August 15, 1887; The Fort Wayne and Illinois Railroad Company, incorporated under the laws of Indiana June 28, 1887; and The Chicago and State Line Railroad Company, incorporated under the laws of Illinois June 30, 1887. The first two companies named, those organized under the laws of Ohio and Indiana, consolidated September 27, 1887, with the New York, Chicago and St. Louis Railway Company under the name of The New York, Chicago and St. Louis Railroad Company.

The New York, Chicago and St. Louis Railway Company (original company whose line was sold under foreclosure) was incorporated under the laws of the five States of New York, Pennsylvania, Ohio, Indiana, and Illinois as a consolidated company, by agreement dated April 8, 1881, filed with the Secretary of State of New York April 12, 1881, of the following named companies: Buffalo, Cleveland and Chicago Railway Company of New York, incorporated October 7, 1880, under the railroad law of New York; Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, incorporated January 15, 1881, under the laws of Pennsylvania; The New York and Chicago Railway Company, incorporated about March 15, 1881, under the laws of Ohio; The New York and Chicago Railway Company of Indiana, incorporated March 4, 1881, under the laws of Indiana; and The New York and Chicago Railway Company of Illinois, incorporated March 23, 1881, under the laws of Illinois.

Location of line within State: The main line extends from Buffalo to Chicago via Cleveland, O., and Fort Wayne, Ind. That portion within the State of New York, Buffalo to Pennsylvania-State line west of Ripley, 68.07 miles first track, 7.84 miles second track, is made up as follows: 60.23 miles single track (spurs 2.57 miles single track) owned, and 7.84 miles double track leased from The Lake Shore and Michigan Southern Railway Company (see leased lines).

Leased lines: main line, Silver Creek to Dunkirk (The Lake Shore and Michigan Southern Railway Company, lessor), 7.84 miles double track.

Trackage rights: Buffalo (Erie Railroad Company), 1.60 miles single track.

Total mileage within State: operated, proprietary, 60.23, spurs, 2.57; operated, leased, 7.84; trackage rights, 1.60: 72.24.

The New York, New Haven and Hartford Railroad Company

Organization: On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company. The Consolidated Railway Company was chartered as The Thompson Tramway Company by the legislature of Connecticut by special act approved April 30, 1901 (Special Laws, vol. 13, p. 747), and the corporate name was changed by the Superior Court for New Haven county January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven county on May 18, 1904, to The Consolidated Railway Company.

The New York, New Haven and Hartford Railroad Company was incorporated under authority of an act of the legislature of Connecticut approved July 26, 1871 (ch. 129), by consolidation of The New York and New Haven Railroad Company (incorporated by special act of the legislature of Connecticut passed 1844 [Private Laws 1836–1856, vol. 4, p. 1020]) and the Hartford and New Haven Railroad Company.

The New York, New Haven and Hartford Railroad Company was given the right to extend its railroad from the Connecticut-State line to the New York and Harlem railroad, by a special act of the legislature of New York passed May 11, 1846 (ch. 195), assented to by an act of the legislature of Connecticut passed 1846 (Private Laws, vol. 4, p. 1025).

By another special act of the legislature of New York passed March 29, 1848 (ch. 143), The New York and New Haven Railroad Company was authorized to run its cars over the road of the New York and Harlem Railroad Company from the point of junction of said roads at or near William's Bridge (Woodlawn Junction) to the city of New York, and as far into the city as the Harlem railroad may extend.

Location of lines within State: The main line extends from New York city to New Haven and Hartford, Conn., Springfield, Mass. (thence over the Boston and Albany railroad to Boston), and also to Boston direct via New Haven and Providence, with main line branches to Pittsfield, Mass., and Worcester, Mass. That portion of the main line within the State extends from Woodlawn Junction to the Connecticut-State line, 14.06 miles first track, 13.24 miles second track, 13.81 miles third track, and 13.48 miles other main tracks; of which 13.32 miles second and third tracks, 13.25 miles first and fourth tracks (four tracks), are within the Second District. Of the Harlem River and Port Chester Railroad (Harlem River branch), Harlem river to New Rochelle, 11.17 miles first and second tracks, 10.79 miles third track, and 28.59 miles other main tracks (six tracks), 1.67 miles first and third tracks, 1.63 miles second and fourth tracks, and 1.60 miles fifth and sixth tracks are within the Second District. Of the New England Railroad (Western division), 28.76 miles first track and 27.78 miles second track, Hopewell Junction to Connecticut-State line near Mill Plain, Conn., are within the State.

Trackage: Woodlawn Junction to Grand Central Station (New York and Harlem railroad, The New York Central and Hudson River Railroad Company, lessee), 12.03 miles four tracks, not within the Second District; Hopewell Junction to Poughkeepsie Junction (Central New England railway), 12 miles single track; Poughkeepsie Junction to Poughkeepsie (Central New England railway), 1.30 miles single track.

Total mileage: operated, proprietary, 53.99 (within Second District, 43.75); trackage rights, 25.33 (within Second District, 13.30): 79.32.

New York, Ontario and Western Railway Company

Organization: Organized January 11, 1880, as a reorganization (see L. 1874, ch. 430, as amended by L. 1876, ch. 446) of New York and Oswego Midland Railroad Com-

pany, incorporated January 11, 1866, under the railroad law.

Location of lines within the State: The main line extends from Weehawken, N. J., via Cornwall (trackage right over West Shore railroad to Cornwall) to Oswego, with main line branches to Ellenville and Kingston, Delhi, New Berlin and Edmeston, Port Jervis and Monticello, Cadosia to Scranton, Penna., and Randallsville to Utica and Rome. At Oswego it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad for Niagara Falls. The main line extends from Cornwall to Oswego, 271.75 miles first track, 105.03 miles second track.

Branches wholly or partly within the State: Ellenville Branch, Summitville to Ellenville, 7.8 miles single track; Delhi Branch, Walton to Delhi, 16.84 miles single track; New Berlin Branch, New Berlin Junction to New Berlin, 22.38 miles single track; Wharton Valley Railway (leased line), New Berlin to Edmeston, 6.8 miles single track; Port Jervis, Monticello and Summitville Railroad (leased line), Port Jervis to Monticello, 23.85 miles; Valley Junction to Summitville, 14.42 miles, all single track; Ellenville and Kingston Railroad (leased line), Ellenville to Kingston, 27.14 miles single track.

Operated by contract or rent contingent: Ontario, Carbondale and Scranton Railway (Scranton division), Cadosia to Scranton, Penna., of which the part from Cadosia to the Delaware river (Pennsylvania-State line), 2.91 miles single track, is within the State of New York; Pecksport Connecting Railway (temporary arrangement without rental), Pecksport to Whites Corners, 3.69 miles single track; Utica Division (Utica, Clinton and Binghamton Railroad Company), Randallsville to Utica, 31.30 miles single track; Rome Branch (Rome and Clinton Railroad Company), Clinton to Rome, 12.78 miles single track.

Trackage rights: Cornwall to New Jersey-State line (West Shore Railroad Company), 34.59 miles double track (Cornwall to Weehawken, 53.07 miles).

Total mileage: operated, proprietary, 318.77; operated, leased, 72.21; operated by contract or rent contingent, 46.99; temporary arrangement, 3.69; trackage rights, 34.59: 476.25.

Niagara Junction Railway Company

Organization: Incorporated May 27, 1892, under the railroad law of New York.

Location of line: Niagara county. A connecting road at Niagara Falls, operating for freight traffic Portage Road, Niagara Falls to Pfletcher's Corners, town of Niagara, 4.86 miles single track, where it connects with the Rochester, Lockport and Niagara Falls line of the New York Central and Hudson River railroad; there is also a connection with the Erie railroad at Echota, about 2.2 miles east of Niagara Falls.

Total mileage operated, proprietary, 4.86.

The Northern Central Railway Company

See Elmira and Lake Ontario Railroad Company and Elmira and Williamsport Railroad Company.

Norwood and St. Lawrence Railroad Company

Organization: Incorporated March 30, 1901, under the railroad law of New York, and consolidated January 21, 1909, with Raymondville and Waddington Railroad Company, incorporated February 8, 1907, under the railroad law of New York.

Location of line: St. Lawrence county. Extends from Norwood, where it connects with the Rome, Watertown and Ogdensburg division of New York Central and Hudson River railroad and Rutland railroad, to Waddington, on the St. Lawrence river, 18.02 and 0.50 miles single track.

Total mileage operated, proprietary, 18.52.

Otis Railway Company

Organization: Incorporated June 26, 1899, as a reorganization of Otis Elevating Railway Company, incorporated November 25, 1885, under the railroad law of New York.

Location of line: Greene county. Extends from Otis Junction to Otis Summit, 1.08 miles.

Total mileage operated, proprietary, 1.08.

The Owasco River Rail Way

Organization: Incorporated June 2, 1881, under the railroad law of New York.

Location of line: Cayuga county. Connects with the yard of the Auburn branch of N. Y. C. & H. R. railroad at Auburn and extends to the International Harvester Company's works, a distance of 0.42 mile.

Trackage: International Harvester Company branch, 1.30 miles in yards.

Garden Street to No. 2 plant International Harvester Company (The New York Central and Hudson River Railroad Company), 0.44 mile.

Total mileage: operated, proprietary, 0.42; trackage, 1.74: 2.16.

The Pittsburg, Shawmut and Northern Railroad Company

Organization: Incorporated August 2, 1899, as a consolidation, under the general railroad laws of New York and Pennsylvania, of The Central New York and Western Railroad Company (see below) and The Pittsburg, Shawmut and Northern Railroad Company, a Pennsylvania corporation (see below).

The Central New York and Western Railroad Company was incorporated in the State of New York November 18, 1892, as a reorganization of The Lackawanna and Southwestern Railroad Company, incorporated May 7, 1889, as a reorganization of The Lackawanna and Pittsburgh Railroad Company, incorporated under the railroad law of New York November 1, 1882, and consolidated June 1, 1883, with the Allegany Central Railroad Company; which in turn was a consolidation November 21, 1881, of the Olean Railroad Company, incorporated under the railroad law May 2, 1881; The Friendship Railroad Company, incorporated under the railroad law May 10, 1881; and The Allegany Central Railroad Company, incorporated September 29, 1881, under the railroad law of New York. The Lackawanna and Southwestern Railroad Company was consolidated October 2, 1889, with The Rochester, Hornellsville and Lackawanna Railroad Company, incorporated June 9, 1886, under the railroad law of New York, under the name of the former company. The Central New York and Western Railroad Company and The Central New York and Northern Railroad Company, incorporated under the railroad law of New York April 20, 1899, were consolidated August 1, 1899, under the name of the former.

The Pittsburg, Shawmut and Northern Railroad Company (Pennsylvania corporation) was formed by consolidation July 13, 1899, under the laws of Pennsylvania, of the Smethport and Olean Railroad Company, organized 1895, under the laws of Pennsylvania; The Mt. Jewett, Clermont and Northern Railroad Company, incorporated May 24, 1897, as a consolidation of The Mt. Jewett and Smethport Railroad Company, organized May 27, 1892, under the laws of Pennyslvania, and The Emporium and Mt. Jewett Railroad Company, organized under the laws of Pennsylvania October 28, 1895; The Buffalo, St. Mary's and Southwestern Railroad Company, a consolidation January 28, 1897, of The St. Mary's and Southwestern Railroad Company, organized June 19, 1893, under the laws of Pennsylvania, and The Buffalo and St. Mary's Railroad Company, organized June 5, 1895, under the laws of Pennsylvania; and The Mill Creek Valley Railroad Company, incorporated 1899, under the laws of Pennsylvania.

The Shawmut Connecting Railroad Company, incorporated under the railroad law of New York August 1, 1900, was merged January 21, 1905, with The Pittsburg, Shawmut and Northern Railroad Company.

On August 1, 1905, by orders of the Supreme Court of the State of New York and of the Circuit Court of the United States for the Western District of Pennsylvania, Frank Sullivan Smith was appointed receiver of The Pittsburg, Shawmut and Northern Railroad Company at the suit of the Central Trust Company, trustee under the general railroad mortgage of The Pittsburg, Shawmut and Northern Railroad Company.

Location of line within State: The main line extends from Wayland Junction (Wayland by trackage over the D., L. & W. R. R.) to State Line Junction, Penna., and thence (trackage over Pennsylvania railroad to Coryville) to St. Mary's, Ramsaytown, and Hyde, Penna., with main line branches to Hornell, Olean, and Hallton, Penna. That portion within the State extends from Wayland to State Line Junction, Penna., 69.36 miles single track.

Olean Branch, Prosser to Olean, 9.01 miles single track.

Line operated by contract or where the rent is contingent on earnings or other consideration: Rochester, Hornellsville and Lackawanna Railroad (Hornell branch), Moraine to Hornell, 10.38 miles single track.

Trackage: Wayland Junction to Wayland (D., L. & W. R. R.), 1.24 miles.

Total mileage within State: operated, proprietary, 78.37; operated by contract or rent contingent, 10.38; trackage, 1.24: 89.99.

Port Chester Terminal Railroad Company

[Switching Road.]

Organization: Incorporated July 12, 1901, under the railroad law of New York.

Location of line: Westchester county. Extends from Port Chester, where it connects with the New York, New Haven and Hartford railroad, into the yards of Russell, Burdsall and Ward Bolt and Nut Company, 0.542 mile.

Total mileage operated, proprietary, 0.542.

Raquette Lake Railway Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated February 7, 1899, as a street surface railroad. Motive power, steam, generated with oil as fuel, pursuant to authority granted by amendment to sec. 100 of the Railroad Law by L. 1900, ch. 679.

Location of line: Herkimer and Hamilton counties. Extends from Clearwater to Raquette Lake, 18.13 miles single track, with trackage over the Adirondack division of New York Central and Hudson River railroad to Fulton Chain (see below).

Trackage: Clearwater to Fulton Chain (New York Central and Hudson River railroad, Mohawk and Malone railway), 6.14 miles single track (passenger traffic only).

Total mileage: operated, proprietary, 18.13; trackage, 6.14: 24.27.

Rutland Railroad Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated July, 1867, under charter of the State of Vermont approved March 28, 1867 (special session, ch. 3), as a reorganization of a company originally incorporated as Champlain and Connecticut River Railroad Company by special act of the legislature of Vermont passed November 1, 1843 (ch. 54), and charter modified and name changed to Rutland and Burlington Railroad Company November 1, 1847, and reorganized as above, forming the Rutland Railroad Company.

The Rutland Railroad Company was consolidated January 18, 1901, under an act of the State of Vermont approved October 29, 1900 (ch. 153), and under the railroad law of the State of New York (certificate filed in New York State October 28, 1901), with Ogdensburg and Lake Champlain Railway Company, Bennington and Rutland Railway Company, and Rutland-Canadian Railroad Company.

The Ogdensburg and Lake Champlain Railway Company was incorporated by special act of the legislature of New York passed May 14, 1845 (ch. 324), as The Northern Railroad Company, and name changed by special act of the New York legislature passed April 13, 1855 (ch. 401), to Ogdensburg and Lake Champlain Railroad Company; reorganized January 6, 1858, under name of Ogdensburg Railroad Company and transferred to Ogdensburg and Lake Champlain Railroad Company, incorporated June 18, 1864, pursuant to authority of a special act of the New York legislature passed March 31, 1857 (ch. 199), as revised and amended by special act passed April 8, 1864 (ch. 142). This transfer was made under date of August 1, 1865, and in the name of The Northern Railroad Company, the original mortgagor.

Interchange of freight and passengers between Central Vermont railroad and Ogdensburg and Lake Champlain railroad at Rouses Point is regulated by special act of New York legislature passed June 29, 1882 (ch. 364), and power to lease or own and operate steamboats on St. Lawrence river and upper lakes is conferred by special act of New York passed May 12, 1884 (ch. 271).

By special act of the New York legislature passed March 9, 1847 (ch. 25), The Northern Railroad Company was authorized to construct branches to connect with lines to be constructed in Canada East. Bennington and Rutland Railroad Company was incorporated under a special act of the legislature of Vermont approved November 5, 1845 (ch. 28), as Western Vermont Railroad Company, and reorganized August 1, 1865, under name of Bennington and Rutland Railroad Company; name changed to Bennington and Rutland Railway Company under articles of association dated August 8, 1877. Rut-

land-Canadian Railroad Company was incorporated under charter approved by the legislature of Vermont November 4, 1898 (ch. 160).

The Rutland Railroad Company was also consolidated under the railroad law of New York (certificate filed in New York state December 24, 1901), and under above act of State of Vermont approved October 29, 1900 (ch. 153), with Chatham and Lebanon Valley Railroad Company. The Chatham and Lebanon Valley Railroad Company was originally incorporated as Lebanon Springs Railroad Company, organized March 25, 1852, under the railroad law of New York.

By special act passed March 8, 1853 (ch. 25), and June 24, 1853 (ch. 461), an extension of the Lebanon Springs railroad into Massachusetts and Vermont was authorized. By special act of Massachusetts passed April 21, 1853 (ch. 168), the Williamstown and Hancock Railroad Company was consolidated with the Lebanon Springs Railroad Company. By special act of New York passed April 9, 1864 (ch. 145), the Lebanon Springs Railroad Company was authorized to change its terminus from Massachusetts-State line, as stated in the articles of association, to any point within the town of Hoosick, Rensselaer county, or the town of White Creek.

The Lebanon Springs Railroad Company was consolidated August 20, 1867, under the laws of New York and Vermont, with Vermont and New York Railroad Company, organized under an act of Vermont approved November 2, 1865 (ch. 134). On April 25, 1870, the Lebanon Springs Railroad Company was consolidated with the Bennington and Rutland Railroad Company (see above, and special act of Vermont legislature approved November 21, 1867 [ch. 155]), under the name of Harlem Extension Railroad Company. The property was operated as the Harlem Extension Division of the New York, Boston and Montreal Railway Company, incorporated under railroad law of New York January 21, 1873, for a short time. On December 1, 1873, it was leased to Central Vermont Railroad Company and operated by that company until 1877. On September 16, 1877, Harlem Extension Railroad South Cove Transportation Company assumed operation for the bondholders. Receiver appointed October 1, 1880, and road sold under foreclosure June 12, 1885, to a syndicate of bondholders who transferred it April 1, 1886, to the New York, Rutland and Montreal Railway Company, incorporated December 31, 1883, under the railroad law of the State of New York, for the purpose of consolidating the Lebanon Springs Railroad Company with Bennington and Rutland Railroad Company (see above). On February 27, 1888, Lebanon Springs railroad passed into the hands of a receiver, and was reorganized September 23, 1899, under the name of Chatham and Lebanon Valley Railroad Company.

Location of lines within State: The main line extends from White Creek (connection for Troy and Albany) and Bellows Falls, Vt. (connection for Boston), to Alburgh, Vt., and Noyan Junction, Que. (connection for Montreal), with branch to Addison Junction (Ticonderoga), and from Alburgh, Vt., to Ogdensburg. The Chatham division extends from Chatham to North Bennington, Vt., on the main line. No portion of the main line, White Creek to Canada line, is in the State. Of the Chatham division, that portion from Chatham, where it connects with the Boston and Albany railroad and with the Harlem railroad, to Vermont-State line, 51.29 miles single track, is within the State. Of the main line, Alburgh, Vt., to Ogdensburg, 118.80 miles single track are within the State.

Of the Addison Branch (Addison Railroad Company, lessor), Leicester Junction, Vt., on main line to Addison Junction, where it connects with The Delaware and Hudson Company's railroad, only 0.82 mile single track is within the State.

Total mileage: operated, proprietary, 170.09; operated, leased, 0.82: 170.91.

Saint Lawrence and Adirondack Railway Company

[Operated by The New York Central and Hudson River Railroad Company.]

Organization: Incorporated May 4, 1888, under laws of the Dominion of Canada, and consolidated November 18, 1895, in State of New York, and November 16, 1895, by acts of Canadian Parliament (57, 58 Victoria, ch. 93, and 59 Victoria, ch. 37), with Malone and St. Lawrence Railway Company, incorporated September 10, 1891, under the railroad law of New York, under the name of St. Lawrence and Adirondack Railway Company. Also consolidated, effective May 1, 1896, by act of Canadian Parliament, with South Western Railway Company, incorporated May 22, 1888, by act of Canadian Parliament, 51 Victoria, chapter 52.

Location of line within State: The line extends from Malone Junction to Montreal (Valleyfield to Beauharnois, Grand Trunk Railway, lessor, and Adirondack Junction to Montreal, trackage, Canadian Pacific Railway). That portion within the State, Malone Junction to New York-Canada line, is 10.25 miles single track.

Total mileage within State operated, proprietary, 10.25.

Schoharie Valley Railway Company

Organization: Incorporated March 10, 1880, under the railroad law of New York, as a reorganization of Schoharie Valley Railroad Company, incorporated April 13, 1874, under the railroad law of New York.

Location of line: Schoharie county. Extends from Schoharie Junction, where it connects with The Delaware and Hudson Company's railroad, to Schoharie, 4.38 miles single track.

Total mileage operated, proprietary, 4.38.

Silver Lake Railway Company

Organization: Incorporated July 11, 1870, under the railroad law of New York, as Rochester and Pine Creek Railroad Company; name changed by special act of the legislature of New York passed March 22, 1877 (ch. 57), to Silver Lake Railway Company, and reorganized under same name pursuant to sale June 1, 1886, under foreclosure. (Merged September 29, 1910, with Buffalo, Rochester and Pittsburgh Railway Company.)

Location of line: Wyoming county. Extends from Silver Springs, where it connects with the Buffalo division of the Erie railroad and the Silver Springs branch of Buffalo, Rochester and Pittsburgh railway, to Perry, 6.86 miles single track.

Total mileage operated, proprietary, 6.86.

Skaneateles Railroad Company

Organization: Incorporated by a special act of the legislature of New York passed April 17, 1866 (ch. 635). By special act of the legislature passed May 15, 1876 (ch. 315), the company was authorized to own and operate steamboats on Skaneateles lake.

Location of line: Onondaga county. Connects with the Auburn branch of New York Central and Hudson River railroad at Skaneateles Junction and extends to Skaneateles, 5 miles single track.

Total mileage operated, proprietary, 5.

The South Buffalo Railway Company

Organization: Incorporated April 25, 1899, under the railroad law of New York.

Location of line: Erie county. Connects with Buffalo Creek railroad at Buffalo Creek Junction and extends to Lackawanna, 5.91 miles single track.

Branches: main line to Seneca Iron and Steel Company, 0.25 mile; main line to Shenandoah W. Works, 1.01 miles.

Leased lines: spurs, branches, connecting tracks, and extensions, 25.031 miles in and about the Lackawanna Steel Works.

Trackage: Abbott Road to Main Street, Buffalo (Delaware, Lackawanna and Western railroad), 3 miles.

Total mileage: operated, proprietary, 7.17; operated, leased, 25.031; trackage, 3.00: 35.201.

Sterling Mountain Railway Company

Organization: Incorporated May 18, 1864, under the railroad law of New York.

Location of line: Orange and Rockland counties. Extends from Sterlington, where it connects with the main line of Erie railroad, to Lakeville, 7.60 miles single track.

Total mileage operated, proprietary, 7.60.

Syracuse, Binghamton and New York Railroad Company

[See The Delaware, Lackawanna and Western Railroad Company.]

Organization: Incorporated August 13, 1851, under the railroad law of New York, as Syracuse and Binghamton Railroad Company; reorganized October 18, 1856, as Syracuse and Southern Railroad Company; and name changed April 30, 1857, by authority of a special act of the legislature of New York passed March 31, 1857 (ch. 214), to Syracuse, Binghamton and New York Railroad Company. The Union Rail Road Company, incorporated December 4, 1856, under the railroad law of New York, was merged pursuant to special act of the legislature of New York passed April 16, 1858 (ch. 274), authorizing the purchase of the road of the former company. Operated as Syracuse, Binghamton and New York division of The Delaware, Lackawanna and Western Railroad Company.

Location of line: Extends from Binghamton to Syracuse, 80.95 miles first track, 31.96 miles second track.

Total mileage operated, proprietary, 80.95.

The Terminal Railway of Buffalo

See The New York Central and Hudson River Railroad Company.

The Troy Union Rail Road Company

[No equipment. Operated by Boston and Maine Railroad, The Delaware and Hudson Company, and The New York Central and Hudson River Railroad Company.]

Organization: Incorporated July 21, 1851, under the general railroad law of New York.

Location of line: Extends from Madison street to Hoosick street, Troy, 2.22 miles double track.

Total mileage operated, proprietary, 2.22.

Tunesassa and Bradford Railroad Company

Organization: Incorporated September 1, 1905, under the railroad law of New York.

Location of line: Cattaraugus county. Extends from a point about a mile south of Quaker Bridge station, Allegheny division (Quaker Run Junction), to Frecks, 4.78 miles; Cain Run branch, main line to timber, 1.20 miles: total, 5.98 miles single track.

Total mileage operated, proprietary, 5.98.

The Ulster and Delaware Railroad Company

Organization: Incorporated under the railroad law April 3, 1866, as The Rondout and Oswego Railway Company; name changed by authority of a special act passed May 9, 1872 (ch. 604), to The New York, Kingston and Syracuse Railroad Company; and reorganized June 12, 1875, as Ulster and Delaware Railroad Company.

The Ulster and Delaware Railroad Company was consolidated as The Ulster and Delaware Railroad Company December 31, 1901, with the following companies, incorporated under the railroad law of New York at the dates stated: Hobart Branch Railroad Company, March 25, 1884; Delaware and Otsego Railroad Company, May 5, 1887; The Stony Clove and Catskill Mountain Railroad Company, January 18, 1881; and The Kaaterskill Railroad Company, November 23, 1882.

Location of line: The main line extends from Kingston Point to Oneonta, with branches to Kaaterskill and Hunter, 107.26 miles single track, main line.

Stony Clove and Kaaterskill Branch, Phoenicia to Kaaterskill, 19.04 miles single track.

Hunter Branch, Kaaterskill Junction to Hunter, 2.60 miles single track.

Total mileage operated, proprietary, 128.90.

Unadilla Valley Railway Company

Organization: Incorporated January 21, 1904, as a reorganization of The Unadilla Valley Railway Company, incorporated January 25, 1890, under the railroad law of New York.

Location of line: Chenango, Madison, and Oneida counties. Extends from Bridgewater, where it connects with the Richfield Springs branch of the Delaware, Lackawanna and Western railroad, to New Berlin, where it connects with the New Berlin branch of New York, Ontario and Western railway, 19.14 miles single track.

Total mileage operated, proprietary, 19.14.

The United States and Canada Railroad

[Operated by Grand Trunk Railway Company of Canada.]

Organization: Incorporated May 26, 1883, under the railroad law of New York, and consolidated July 6, 1888, with Massena Springs and Fort Covington Railroad Company, incorporated September 12, 1884, under the railroad law of New York.

Location of line: St. Lawrence and Franklin counties. Extends from Massena Springs, where it connects with the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River railroad, to the International boundary line near Fort Covington, at which point it connects with a branch of the Grand Trunk railway extending to Montreal, 22.18 miles single track.

Total mileage operated, proprietary, 22.18.

Western New York and Pennsylvania Railway Company

[Operated by The Pennsylvania Railroad Company.]

Organization: Formed by consolidation March 18, 1895, of North Western Pennsylvania Railway Company, the certificate of incorporation of which is dated February 25,

1895, and was filed in the office of the Secretary of the Commonwealth of Pennsylvania March 18, 1895, and Western New York Railway Company, incorporated under the railroad law of New York February 28, 1895, as a reorganization of the Western New York and Pennsylvania Railroad Company, which last named company was a consolidation November 23, 1887, of the Western New York and Pennsylvania Railway Company of New York, incorporated October 12, 1887, as a reorganization of the Buffalo, New York and Philadelphia Railroad Company and Western New York and Pennsylvania Railway Company of Pennsylvania, a Pennsylvania corporation.

The Buffalo, New York and Philadelphia Railroad Company was a consolidation, February 14, 1883, of The Buffalo, New York and Philadelphia Railway Company (see below), The Olean and Salamanca Railroad Company, incorporated under the railroad law of New York October 21, 1882, The Oil City and Chicago Railroad Company, a Pennsylvania corporation; and The Buffalo, Pittsburg and Western Railroad Company, incorporated January 22, 1881, by consolidation of The Pittsburg, Titusville and Buffalo Railway Company (see below), The Salamanca, Bradford and Allegheny River Railroad Company of New York, incorporated December 11, 1880, The Salamanca, Bradford and Allegheny River Railroad Company of Pennsylvania, a Pennsylvania corporation, The Buffalo, Pittsburg and Western Railway Company, incorporated September 29, 1880, and The Titusville and Oil City Railway Company, a Pennsylvania corporation.

The Buffalo and Washington Railroad Company was incorporated February 7, 1865, and consolidated December 11, 1865, under authority of a special act of the legislature of New York passed April 14, 1865 (ch. 439), with Buffalo and Allegheny Valley Railroad Company, incorporated under the railroad law of New York May 30, 1853, to form the Buffalo and Washington Railway Company, the name of which was afterward changed by a special act passed April 12, 1871 (ch. 429), to The Buffalo, New York and Philadelphia Railway Company, one of the constituent companies consolidated to form the Buffalo, New York and Philadelphia Railroad Company (above).

The Pittsburg, Titusville and Buffalo Railway Company was formed by consolidation February 17, 1880, of The Buffalo, Chautauqua Lake and Pittsburgh Railway Company and the Pittsburgh, Titusville and Buffalo Railway Company, a Pennsylvania corporation.

The Buffalo, Chautauqua Lake and Pittsburgh Railway Company was a consolidation May 3, 1879, of the Dunkirk, Chautauqua Lake and Pittsburg Railroad Company and The Corry and State Line Railroad Company, a Pennsylvania corporation.

The Dunkirk, Chautauqua Lake and Pittsburg Railroad Company was a reorganization of the Buffalo, Corry and Pittsburg Railroad Company, formed by consolidation October 15, 1867, of The Buffalo and Oil Creek Cross Cut Railroad Company, incorporated July 19, 1865, under the railroad law of New York, and the Cross Cut Railroad Company in the State of Pennsylvania, a Pennsylvania corporation, under the authority of a special act of the legislature of New York passed April 24, 1867 (ch. 753).

The Western New York and Pennsylvania Railway Company is operated by The Pennsylvania Railroad Company under lease. The Pennsylvania Railroad Company was incorporated by authority of a special act of the State of Pennsylvania approved April 13, 1846 (ch. 362), letters patent issued February 25, 1847.

Location of lines within State: The main lines extend from Buffalo to Emporium Junction, Penna., and from Buffalo to Oil City, Penna., respectively, with branches Olean to Rochester and Olean to Warren, Penna. At Emporium Junction connection is made with the Erie division of the Pennsylvania railroad for Williamsport, Harrisburg, Philadelphia, and New York. At Oil City connection is made for Pittsburgh and western points, the main line of the Pennsylvania railroad being reached at both Harrisburg and Pittsburgh. Of the main line from Buffalo to Oil City, that portion extending from the Pennsylvania-State line to East Buffalo, 85.87 miles single track, is within the State. Of the main line from Buffalo to Emporium, that portion extending from Buffalo to Pennsylvania-State line near White House, 76.46 miles first track, 16.59 miles second track, and 2.32 miles first track, 1.65 miles second track, Union Terminal Railway in Buffalo, total 78.78 miles first track, 18.24 miles second track, is within the State. A branch freight line extends from Winchester to South Buffalo, 6.66 miles single track.

Of the Allegheny Division, Olean to Warren, Penna., Olean to Pennsylvania-State line near Wolf Run, 38.05 miles single track are within the State.

Genesee Valley Canal Railroad (Rochester branch), Rochester to Hinsdale, and Scottsdale Branch, Scottsdale to Garbutt, 101.27 miles single track.

Genesee Valley Terminal Railroad (Rochester freight branch), 2.38 miles single track.

Olean, Bradford and Warren Railroad, Olean to Pierces Tannery, 1.11 miles single track.

Rochester, New York and Pennsylvania Railroad, Nunda to Swains, 11.94 miles (2.36 miles single track only, Nunda Junction to Nunda, in use).

Trackage: Bradford, Penna., to Riverside Junction (Buffalo, Rochester and Pittsburgh Railway), 5.92 miles first track, 5.90 miles second track.

Gates (Buffalo, Rochester and Pittsburgh Railway), 0.30 mile single track.

Buffalo (New York Central and Hudson River Railroad), 0.97 mile first track, 0.94 mile second track, 0.91 mile third track, and 0.87 mile other main tracks.

Olean (Pittsburg, Shawmut and Northern Railroad), 0.18 miles single track.

Buffalo (Buffalo Creek Railroad), 3.98 miles first track, 3.91 miles second track, and 1.49 miles third track.

Buffalo (Lehigh Valley Railroad), 1.77 miles first track, 1.49 miles second track.

Dunkirk (New York, Chicago and St. Louis Railroad), 0.12 mile first track, 0.09 mile second track.

Mileage in State: operated, proprietary, 316.48, trackage, 13.24: 329.72.

The following steam railroad corporations have limited trackage rights within this Second Public Service District, but do not report to the Commission; no data are therefore available:

Grand Trunk Railway Company of Canada (Buffalo and Niagara Falls Termini);

The Michigan Central Railroad Company;

Pere Marquette Railroad Company;

Toronto, Hamilton and Buffalo Railroad Company;

The Wabash Railroad Company.

OPERATING STEAM RAILROAD CORPORATIONS

The figures following the name give the order in which the corporation appears in the following tables:

Adirondack and Saint Lawrence Railroad Company 59
Bath and Hammondsport Railroad Company 49
Boston and Maine Railroad 6
Buffalo and Susquehanna Railway Company 18
Buffalo, Attica and Arcade Railroad Company 51
Buffalo Creek Railroad Company, The 27
Operated by Erie and Lehigh Valley Railroad Cos. jointly.
Buffalo, Rochester and Pittsburgh Railway Company 13
Carthage and Copenhagen Railroad Company 61
Catskill and Tannersville Railway Company 70
Catskill Mountain Railway Company 41
Central New England Railway Company 16
Champlain and Saint Lawrence Railroad Company, The 69
Operated by Grand Trunk Railway Company of Canada.
Connecting Terminal Railroad Company, The 39
Cooperstown and Charlotte Valley Rail-road Company 43
Cranberry Lake Railroad Company 57
Dansville and Mount Morris Railroad Company 54
Delaware and Eastern Railway Company (Corporation) 37
Delaware and Eastern Railway Company (Receivers) 37½
Delaware and Hudson Company, The 9
Delaware, Lackawanna and Western Railroad Company, The 8
Dexter and Northern Railroad Company 72
Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, The 29
The New York Central and Hudson River Railroad Co., lessee.
Erie and Central New York Railroad Company 55
Erie Railroad Company 5
Erie Terminals Railroad Company 73
Fonda, Johnstown and Gloversville Railroad Company 28
Fulton Chain Railway Company 68
Genesee and Wyoming Railroad Company 34
Glenfield and Western Railroad Company 65
Greenwich and Johnsonville Railway Company 33
Jamestown, Chautauqua and Lake Erie Railway Company 35
Kanona and Prattsburgh Railway Company 62
Keeseville, Ausable Chasm and Lake Champlain Railroad Company, The 63
Lake Champlain and Moriah Railroad Company 30
Lake Shore and Michigan Southern Railway Company, The 4
Lehigh and Hudson River Railway Company, The 19
Lehigh and New England Railroad Company 24
Lehigh Valley Railroad Company 7
Little Falls and Dolgeville Railroad Company 40
Long Island Railroad Company, The 12
Lowville and Beaver River Railroad Company, The 53
Marcellus and Otisco Lake Railway Company 56
Middleburgh and Schoharie Rail Road 66
New Jersey and New York Railroad Company 25
New York and Ottawa Railway Company 31
New York and Pennsylvania Railway Company 36
New York, Auburn and Lansing Railroad Company 42
New York Central and Hudson River Railroad Company, The 2
New York, Chicago and Saint Louis Railroad Company, The 11
New York, New Haven and Hartford Railroad Company, The 3
New York, Ontario and Western Railway Company 14
New York, Susquehanna and Western Railroad Company 17
Niagara Junction Railway Company 44
Northern Central Railway Company, The 10
Norwood and Saint Lawrence Railroad Company 38
Otis Railway Company 64
Owasco River Rail Way, The 47
Pennsylvania Railroad Company, The 1
Pittsburg, Shawmut and Northern Railroad Company, The (Receiver) 20
Pittsburg, Shawmut and Northern Railroad Company, The (Corporation) 20½
Port Chester Terminal Railroad Company 71
Raquette Lake Railway Company 52
Rutland Railroad Company 15
Saint Lawrence and Adirondack Railway Company 26
Schoharie Valley Railway Company 58
Silver Lake Railway Company 46
Skaneateles Railroad Company 48
South Buffalo Railway Company, The 23
Sterling Mountain Railway Company 60
Syracuse, Binghamton and New York Railroad Company 22
Terminal Railway of Buffalo, The 32
Tunesassa and Bradford Railroad Company 67
Ulster and Delaware Railroad Company 21
Unadilla Valley Railway Company 45
United States and Canada Railroad Company 50
Operated by Grand Trunk Railway Company of Canada.

SUPPLEMENTAL (see page 145)

Buffalo and Susquehanna Railroad Company.
Island Railroad Company, The
Massena Terminal Railroad Company, The
Middletown, Unionville and Water Gap Railroad Company.
Mutual Terminal Company of Buffalo.
New York Central, Hudson River and Fort Orange Railroad Company.
Philadelphia and Reading Coal and Iron Company, The
Troy Union Rail Road Company, The
Williams and Company, Frank.

TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L.No.	Pennsylvania. 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & Michigan S. 4	Erie. 5	Boston & Maine. 6	Lehigh Valley. 7	Delaware, L. & W. [32] 8	Delaware & Hudson. 9	L.No.
1	$396,153,504	$252,240,255	[3] $176,568,813	$122,848,056	$294,011,125	$68,453,217	$64,329,939	$38,906,105	[13] $58,727,900	1
2	*5,491,398*	.....	*1,872,721*	.....	*3,462,991*	*929,814*	*2,886,721*	*3,615,963*	.....	2
3	$390,662,106	$252,240,255	$174,696,093	$122,848,056	$290,548,134	$67,523,403	$61,443,218	$35,290,142	$58,727,900	3
4	[1] 192,752,233	131,570,396	146,146,621	6,976,222	55,388,769	8,285,510	33,342,745	13,666,707	5,066,703	4
5	35,996,228	.....	1,161,672	.....	4,097,014	1,827,244	50,725	2,444,970	13,791,600	5
6	15,779,923	8,631,691	63,504,857	.....	44,037,753	.....	39,421,102	.....	18,561,885	6
7	390,536	2,343,563	.....	192,488	1,635,739	418,721	2,273,497	2,817,459	2,263,161	7
8	48,912,834	7,333,501	18,099,041	7,299,535	7,768,000	6,393,275	10,916,912	2,410,004	1,293,992	8
9	69,457,864	28,253,712	29,565,206	97,438,274	40,098	3,333,954	330,000	9,449,157	.....	9
10	15,191,008	10,190,753	3,461,208	5,097,545	3,495,782	3,928,346	1,895,917	2,896,555	2,401,877	10
11	22,847,209	43,778,079	7,818,930	13,239,547	6,032,992	3,999,528	4,121,850	4,746,379	11,813,464	11
12	[2] 49,565,739	51,727,570	[4] 6,099,035	[9] 14,054,984	15,274,206	3,644,504	[11] 1,062,034	6,319,261	2,924,392	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	$841,555,681	$536,069,520	$450,552,662	$267,146,652	$428,318,487	$99,354,485	$154,858,000	$80,040,633	$116,844,974	14
15	$412,405,124	$222,729,300	$144,017,425	$49,996,100	$176,271,300	$31,991,491	$40,440,850	$30,144,000	$42,501,600	15
16	278,576,389	268,592,427	[5] 232,325,604	159,524,190	214,219,747	42,073,000	80,505,947	108,100	54,988,000	16
17	44,582,484	23,773,555	18,814,598	20,656,780	11,818,146	12,689,212	5,519,700	9,648,364	6,458,159	17
18	[8] 16,772,249	2,896,140	[6] 28,987,051	2,425,023	87,297	[10] 7,833,791	1,171,723	[12] 380,376	381,700	18
19	23,616,865	2,340,295	2,263,073	5,998,069	1,652,560	191,341	.....	7,687,515	.....	19
20	35,723,367	.....	[7] 9,958,672	.....	3,679,844	965,226	.....	.....	3,292,117	20
21	29,879,203	15,737,803	14,186,238	[30] 28,546,491	20,589,593	3,610,424	27,219,780	32,072,279	9,223,398	21
22	$89,219,435	$18,078,099	[17] $26,407,984	$37,515,391	$25,921,997	$4,766,991	$27,219,780	$39,759,793	$12,515,515	22

[1] Includes $2,559,660 leasehold interest in securities of United New Jersey R.R. & Canal Co. [2] Includes $10,354,112 temporary advances to system corporations. [3] Includes $6,346,363 "Floating equipment, street railways, and other properties," not included in detail given on Table 104. [4] Includes $1,218,316 temporary advances to system corporations. [5] Includes $474,804 obligations for advances received for construction, equipment, and betterments. [6] Includes $20,630,720 "Premiums realized on capital stocks sold since July 1, 1909". [7] "Equipment and personal property leased." Contra entry mainly included in item of $6,346,363 for "Floating equipment, street railways, and other properties"; see Note 3. [8] Includes $7,047,320 premiums realized on capital stocks; also $2,559,660 leasehold interest in securities of United New Jersey R.R. & Canal Co. [9] Includes $11,854,336 temporary advances to system corporations. [10] Includes $5,446,331 premiums realized on capital stocks. [11] Includes $426,320 temporary advances to system corporations. [12] Includes $70,720 premiums realized on capital stocks. [13] Includes $9,950,249 "Coal lands, real estate, and right of way," and $676,080 coal department equipment, not shown in Table 104. Table 104 includes $3,614,085 improvements on leased properties, shown on Balance Sheet under "Advances to affiliated corporations". [17] Less than the reported surplus by $10,015, the excess over par of the valuation placed by the respondent upon $201,700 of its own bonds held in its treasury, and in its report included among its assets. [30] Less than the reported surplus by $2841, the excess over par of the valuation placed by the respondent upon $3900 of its own stock held in its treasury and in its report included among its assets. [32] Assets and liabilities of Erie & Central New York R.R. Co. are included in balance sheet of Delaware, Lackawanna & Western R.R. Co. as well as reported separately.

TABLE 102: INCOME ACCOUNT, OPERATING STEAM RAILROAD

See explanatory note under heading of Table 101.

L.No.	Pennsylvania. 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & Michigan S. 4	Erie. 5	Boston & Maine. 6	Lehigh Valley. 7	Delaware, L. & W. [19] 8	Delaware & Hudson. 9	L.No.
1	$159,960,806	$96,619,526	$60,693,668	$48,579,017	$46,678,553	$43,357,175	$36,167,398	$36,005,988	$19,868,799	1
2	109,890,246	69,141,439	38,689,216	31,485,414	30,370,386	31,336,324	21,684,147	19,292,769	11,531,037	2
3	$50,070,560	$27,478,088	$22,004,452	$17,093,603	$16,308,167	$12,020,851	$14,483,251	$16,713,218	$8,337,762	4
4	*1,319,383*	59,389	1,308,470	*60,754*	*235,336*	47,260	*146,333*	280,673	*1,818*	3
5	$48,751,176	$27,537,477	$23,312,922	$17,032,849	$16,072,831	$12,068,111	$14,336,918	$16,993,891	$8,335,944	5
6	5,012,150	4,526,556	3,983,377	1,518,905	1,240,057	2,076,880	1,106,762	1,516,000	408,225	6
7	$43,739,026	$23,010,921	$19,329,545	$15,513,944	$14,832,774	$9,991,231	$13,230,156	$15,477,891	$7,927,719	7
8	21,617	.....	.....	.....	.....	.....	*220,914*	3,975,140	*60,015*	8
9	67,299	.....	21,000	5,000	15,000	.....	.....	.....	74,490	9
10	2,268,399	1,682,634	312,181	391,122	524,659	231,885	409,014	248,725	326,919	10
11	11,737,343	10,905,218	3,504,569	7,857,609	2,021,292	371,522	544,945	289,381	958,983	11
12	1,798,403	589,363	885,024	366,117	20,619	3,868	50,641	400,231	133,126	12
13	1,598,747	1,434,240	2,012,293	1,152,392	932,450	126,105	266,749	41,570	328,141	13
14	183,766	274,077	2,254,279	45,996	256,102	8,372	213,533	173,290	176,820	14
15	$17,653,957	$14,885,532	$8,989,345	$9,818,236	$3,770,122	$741,752	$1,484,882	$1,153,198	$1,998,478	15
16	$61,414,600	$37,896,453	$28,318,890	$25,332,179	$18,602,896	$10,732,983	$14,494,124	$20,606,229	$9,866,182	16
17	7,072,484	10,030,913	5,133,717	2,103,896	980,646	5,265,498	2,252,725	5,160,139	2,034,585	17
18	1,316,605	1,652,691	1,702,430	346,874	1,120,506	804,169	291,898	319,316	298,101	18
19	12,248,364	10,091,164	10,200,413	[2] 5,993,521	10,088,592	1,704,380	3,806,436	6,486	2,229,542	19
20	155,213	33,546	474,966	245,126	40,620	79,530	5,665	52,273	227,158	20
21	228,840	.....	.....	.....	453,119	28,785	.....	.....	.....	21
22	322,342	75,367	10,490	330,418	132,468	.....	.....	.....	384	22
23	$21,343,848	$21,883,681	$17,522,016	$9,019,835	$12,815,951	$7,882,362	$6,356,723	$5,538,214	$4,789,770	23
24	$40,070,752	$16,012,772	$10,796,874	$16,312,345	$5,786,945	$2,850,622	$8,137,401	$15,068,014	$5,076,413	24
25	21,746,166	.....	9,759,081	96,030	.....	188,988	.....	.....	.....	25
26	.....	11,147,679	.....	8,903,268	.....	1,679,532	.....	6,028,786	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	[3] 15,743,789	.....	.....	381,234	717,489	198,842	843,877	2,471,020	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	$37,489,955	$11,147,679	$9,759,081	$9,380,532	$717,489	$2,067,362	$843,877	$8,499,807	.....	31
32	$2,580,798	$4,865,093	$1,037,793	$6,931,813	$5,069,456	$783,260	$7,293,524	$6,568,208	$5,076,413	32
33	25,690,905	11,174,213	[1] 12,989,428	[4] 21,682,890	16,061,170	[15] 2,494,561	19,212,252	39,819,591	9,773,299	33
34	26,094,543	1,354,410	501,959	.....	119,115	[15] 509,012	3,541,424	2,761,813	40,311	34
35	.....	.....	.....	.....	.....	.....	10,630	.....	.....	35
36	.....	.....	.....	.....	.....	.....	2,420,073	17,030,000	3,825,090	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	24,487,043	1,655,913	342,942	68,212	660,148	176,409	396,717	47,333	1,841,535	38
39	$29,879,203	$15,737,803	[1] $14,186,238	[4] $28,546,491	$20,589,593	$3,610,424	$27,219,780	$32,072,279	$9,223,398	39

[1] Less than the reported surplus by $10,015, the excess over par of the valuation placed by the respondent upon $201,700 of its own bonds held in its treasury and in its report included among the assets. [2] Includes $437,500 interest on gold notes of 1907 matured during the year. [3] Includes $2,196,153 "Car trust principal". [4] Less than the reported surplus by $2841, the excess over par of the valuation placed by the respondent upon $3900 of its own stock held in its treasury and in its report included among its assets [15] $165,368, Premium paid on reacquired stocks, reported as part of surplus at beginning of year, is included in the tabulations under Miscellaneous Credits. [19] The income account of the Erie & Central New York R.R. Co. is also included in that of Delaware, Lackawanna & Western R.R. Co.

RAILROAD CORPORATIONS, JUNE 30, 1910.

their ranking on the basis of railroad operating revenues, see page 23.

L.No.	Item.	Northern Central. 10	New York, Chicago & St.L. 11	Long Island. 12	Buffalo, Rochester & P. 13	New York, Ontario & W. 14	Rutland. 15	L.No.
1	Gross investment in road and equipment	$30,071,228	$55,313,188	$54,901,422	$41,189,000	$79,589,193	$20,311,411	1
2	Reserve for accrued depreciation — credit	*533,040*	.....	*371,092*	*942,507*	*426,806*	.....	2
3	Net investment in road and equipment	$29,538,188	$55,313,188	$54,530,330	$40,246,493	$79,162,387	$20,311,411	3
	Other permanent investments:							
4	Securities of system corporations	1,395,500	[14] 1,500,000	3,098,840	189,008	4,620,000	1,048,951	4
5	Advances to system corporations	.....	.....	1,616,668	.....	40,061	.....	5
6	Other securities	711	.....	3,851,185	.....	6,381,778	.....	6
7	Physical property	3,696	.....	.....	.....	.....	.....	7
8	Cash	3,566,078	1,107,760	567,244	2,657,336	781,496	262,766	8
9	Marketable securities	5,424,017	.....	.....	5,423	.....	.....	9
10	Materials and supplies	785,693	1,382,933	947,216	1,194,859	906,270	291,669	10
11	Other working assets and accrued income	1,662,396	5,794,406	[16] 8,293,846	1,219,935	2,209,053	449,808	11
12	All other debit balances	1,945,557	2,799,301	288,663	789,379	31,915	541,520	12
13	Net corporate deficit	.....	.....	3,397,137	.....	.....	.....	13
14	Total	$44,321,837	$67,897,588	$76,591,129	$46,302,433	$94,132,960	$22,906,125	14
15	Capital stocks	$19,343,319	$29,987,300	$12,000,000	$16,500,000	$58,117,983	$9,152,900	15
16	Funded debt	7,390,093	29,199,000	[15] 62,108,075	24,899,000	26,323,000	10,729,800	16
17	Working and accrued liabilities	3,415,851	3,939,538	2,190,143	1,598,548	3,634,221	916,955	17
18	All other credit balances	68,769	59,959	42,912	367,574	164,618	158,304	18
	Corporate surplus:							
19	Additions to property thro. income since June 30,1907	1,132,428	2,329,198	.....	190,000	.....	523,215	19
20	Other reserves from surplus	3,199,225	.....	250,000	125,000	.....	94,836	20
21	Profit and loss, balance	9,772,152	2,382,593	.....	2,622,311	5,893,139	1,330,115	21
22	Total corporate surplus	$14,103,805	$4,711,791	.....	$2,937,311	$5,893,139	[18] $1,948,166	22

[14] Chicago & State Line stock; previously included in cost of road and equipment. [15] Includes $4,635,840 obligations received for construction, equipment, and betterments; also $3,888,000 reported as "Outstanding securities of leasehold estates". [16] Includes $5,388,000 reported as "Leasehold Estates". [18] Greater than the reported surplus by $343,690, the excess of the par value over the valuation placed by the respondent upon $679,300 of its own securities held in its treasury and in its report included among its assets

CORPORATIONS, YEAR ENDED JUNE 30, 1910.

Figures in *italics* denote *losses during year* and *deficits.*

L.No.	Item.	Northern Central. 10	New York Chicago & St.L. 11	Long Island. 12	Buffalo, Rochester & P. 13	New York, Ontario & W. 14	Rutland. 15	L.No.
1	Railroad operating revenues	$12,732,681	$10,854,257	$9,394,388	$8,936,117	$8,578,783	$3,208,720	1
2	Railroad operating expenses	9,988,996	7,045,063	6,720,923	5,903,905	5,882,147	2,237,954	2
3	Net operating revenues, railroad	$2,743,685	$3,809,194	$2,673,465	$3,032,212	$2,696,636	$970,766	3
4	Net revenues from other operations	7,972	*19,380*	829,341	*2,364*	*43,842*	.....	4
5	Total net operating revenues	$2,751,657	$3,789,813	$3,502,806	$3,029,858	$2,652,794	$970,766	5
6	Taxes accrued	374,783	359,270	522,844	188,095	211,693	117,689	6
7	Operating income, railroad properties	$2,376,874	$3,430,544	$2,979,961	$2,841,762	$2,441,100	$853,077	7
8	Operating income, other properties	148	.....	.....	.....	.....	.....	8
	Non-operating income:							
9	Rents accrued, lease of road	.....	.....	.....	.....	.....	.....	9
10	Other rents, credits	473,976	24,391	178,654	440,480	19,308	14,975	10
11	Dividends on stocks owned or controlled	863,935	.....	15,830	12,485	.....	14,877	11
12	Interest on funded debt owned or controlled	94,089	.....	229,470	575	390,750	6,000	12
13	Interest on other accounts	66,774	226,733	.....	85,629	.....	3,547	13
14	All other non-operating income	43,786	8,892	73,910	13,210	*6,742*	.....	14
15	Total non-operating income	$1,542,561	$260,016	$497,863	$552,380	$403,317	$39,399	15
16	Gross income	$3,919,583	$3,690,559	$3,477,825	$3,394,143	$2,844,417	$892,477	16
	Income deductions:							
17	Rents, lease of other roads	402,769	5,100	599,407	368,922	255,302	19,000	17
18	Other rents accrued, debits	402,143	177,410	270,553	308,159	166,342	952	18
19	Interest on funded debt	375,684	1,171,967	2,132,871	1,168,121	1,086,670	458,435	19
20	Other interest deductions	.....	20,838	181,800	21,568	23,306	20,486	20
21	Sinking funds chargeable to income	.....	25,034	.....	.....	.....	100,000	21
22	Other income deductions	91,287	.....	15,902	.....	.....	.....	22
23	Total income deductions	$1,271,882	$1,400,349	$3,200,533	$1,866,769	$1,531,620	$598,873	23
24	Net corporate income	$2,647,700	$2,290,211	$277,291	$1,527,373	$1,312,797	$293,603	24
	Appropriations charged to income:							
25	Dividends, preferred stock	.....	982,259	.....	360,000	210	.....	25
26	Dividends, common stock	1,547,400	304,973	.....	420,000	1,162,118	.....	26
27	Dividends, other securities	.....	.....	.....	.....	.....	.....	27
28	Addition and betterment appropriations	197,900	.....	250,000	.....	.....	186,495	28
29	Appropriations to reserves	824,578	.....	.....	327,697	.....	.....	29
30	Miscellaneous appropriations	.....	.....	.....	.....	.....	17,511	30
31	Total appropriations charged to income	$2,569,878	$1,287,232	$250,000	$1,107,697	$1,162,328	$204,005	31
32	Balance to profit and loss	$77,823	$1,002,978	$27,291	$419,677	$150,469	$89,598	32
33	Balance, profit and loss, June 30, 1909	2,971,594	979,778	*3,379,241*	2,177,354	5,706,795	[5] 1,317,426	33
34	Miscellaneous credits during year	6,722,736	803,537	.....	69,204	68,537	2,659	34
	Dividends charged to surplus:							
35	Preferred stock	.....	217,569	.....	.....	.....	.....	35
36	Common stock	.....	114,715	.....	.....	.....	.....	36
37	Other securities	.....	.....	.....	.....	.....	.....	37
38	Miscellaneous debits during year	.....	71,416	45,187	43,924	32,663	79,558	38
39	Balance, profit and loss, June 30, 1910	$9,772,152	$2,382,593	*$3,397,137*	$2,622,311	$5,893,139	[5] $1,330,115	39

[5] Greater than the reported surplus by $343,690, the excess of the par value over the valuation placed by the respondent upon $679,300 of its own securities held in its treasury and in its report included among its assets.

TABLE 101 : BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L.No.	Central New England. 16	New York, S. & W. 17	Buffalo & Susquehanna. 18	Lehigh & Hudson R. 19	P., S. & N. (Receiver). 20	P., S. & N. (Corpn.) 20½	Ulster & Delaware. 21	Syracuse, B. & N. Y. 22	South Buffalo. 23	Lehigh & New England. 24	L.No.
1	$18,377,832	$33,753,586	$9,510,118	$5,022,235	$1,730,063	$24,185,227	$5,414,681	$4,847,439	$1,266,858	$5,812,166	1
2	.....	*56,437*	*885,508*	*82,358*	*193,980*	.....	*100,038*	*88,882*	*154,737*	*105,038*	2
3	$18,377,832	$33,697,149	$8,624,610	$4,939,877	$1,536,083	$24,185,227	$5,314,643	$4,758,557	$1,112,121	$5,707,129	3
4	1,300,063	4,230,401	10,113,800	150,000	.....	630,000	.....	.....	.....	75,001	4
5	800,061	.....	102,697	305,604	.....	.....	.....	.....	.....	20,427	5
6	.....	809,530	35,000	.....	.....	4,500,000	.....	.....	.....	.....	6
7	.....	.....	.....	.....	173,390	.....	.....	.....	.....	12,484	7
8	570,123	623,026	196,266	113,761	51,969	292	156,604	.....	20,557	93,704	8
9	.....	116,800	.....	.....	.....	.....	1,500	.....	.....	259	9
10	237,592	180,232	146,600	116,162	156,241	.....	113,925	.....	23,739	55,757	10
11	552,219	293,581	630,170	357,400	410,821	420,663	180,685	202,472	276,615	204,151	11
12	93,425	[20] 1,012,115	474,898	17,201	539,722	2,395	128,478	.....	1,072	16,295	12
13	1,112,463	.....	1,962,395	.....	.....	3,545,282	.....	.....	.....	91,182	13
14	$23,043,777	$40,962,834	$22,286,436	$6,000,005	$2,868,226	$33,283,859	$5,895,836	$4,961,029	$1,434,104	$6,276,389	14
15	$8,550,000	$26,000,000	$10,000,000	$1,340,000	.....	$15,000,000	$1,900,000	$2,500,000	$500,000	$1,000,000	15
16	[19] 10,873,625	12,322,340	[21] 7,999,075	3,309,000	$2,198,842	14,920,600	3,000,000	.....	.....	4,676,046	16
17	3,568,955	827,701	2,649,923	783,658	373,009	3,027,886	144,817	25,430	519,864	600,343	17
18	51,197	559,886	1,562,438	.....	26,673	335,373	.....	.....	971	.....	18
19	.....	77,828	.....	.....	.....	.....	64,633	115,521	.....	.....	19
20	.....	66,581	75,000	.....	.....	.....	72,320	.....	.....	.....	20
21	.....	1,108,497	.....	567,347	269,702	.....	714,066	2,320,078	413,269	.....	21
22	.....	$1,252,906	.....	$567,347	$269,702	.....	$851,019	$2,435,599	$413,269	.....	22

[19] Includes $209,125 obligations for advances received for construction, equipment, and betterments. [20] Includes $373,778 temporary advances to system corporations. [21] Includes $158,075 receiver's certificates.

TABLE 102: INCOME ACCOUNT, OPERATING STEAM RAILROAD

See explanatory note under heading of Table 101.

L.No.	Central New England. 16	New York, S. & W. 17	Buffalo & Susquehanna. 18	Lehigh & Hudson R. 19	P., S. & N. (Receiver). 20	P., S. & N. (Corpn.) 20½	Ulster & Delaware. 21	Syracuse, B. & N. Y. 22	South Buffalo. 23	Lehigh & New England. 24	L.No.
1	$3,022,720	$2,696,729	$2,212,437	$1,440,034	$1,170,025	.....	$1,139,253	$1,023,420	$920,570	$894,324	1
2	1,733,233	1,614,051	2,076,744	889,401	920,839	.....	779,881	511,369	564,945	561,966	2
3	$1,289,488	$1,082,678	$135,692	$550,632	$249,186	.....	$359,372	$512,050	$355,625	$332,359	3
4	.....	*35,636*	*346*	.....	.....	.....	1,239	.....	.....	.....	4
5	$1,289,488	$1,047,042	$135,346	$550,632	$249,186	.....	$360,611	$512,050	$355,625	$332,359	5
6	104,875	139,172	48,000	37,413	18,783	.....	39,588	70,540	10,442	11,200	6
7	$1,184,613	$907,870	$87,346	$513,219	$230,403	.....	$321,024	$441,510	$345,182	$321,159	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	13,008	39,360	142,335	.....	94,074	.....	607	292,420	1,534	354	10
11	32,800	7,008	96,638	.....	.....	.....	.....	.....	.....	.....	11
12	.....	13,946	140,471	.....	.....	.....	.....	.....	.....	.....	12
13	6,814	26,887	301	.....	2,661	.....	87	.....	.....	.....	13
14	10,565	20,093	.....	.....	2,566	.....	2,680	1,931	108	4,377	14
15	$63,186	$107,294	$379,745	.....	$99,301	.....	$3,375	$294,351	$1,641	$4,731	15
16	$1,247,799	$1,015,163	$467,091	$513,219	$329,704	.....	$324,398	$735,861	$346,824	$325,890	16
17	91,854	25,358	783,586	.....	83,278	.....	.....	.....	14,609	.....	17
18	124,642	150,125	41,531	89,209	23,287	.....	46,667	52,842	77,348	48,997	18
19	535,140	649,486	366,500	163,645	[21] 113,974	$594,514	140,000	7,500	.....	227,170	19
20	83,058	.....	58,980	15,193	181	.....	536	.....	21,499	10,395	20
21	.....	.....	75,000	.....	.....	.....	.....	.....	.....	.....	21
22	*1,775*	440	.....	.....	28,449	.....	.....	.....	.....	.....	22
23	$832,918	$825,409	$1,325,598	$268,047	$249,168	$594,514	$187,202	$60,342	$113,456	$286,561	23
24	$414,881	$189,754	*$858,507*	$245,172	$80,536	*$594,514*	$137,196	$675,519	$233,367	$39,328	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	.....	.....	.....	.....	.....	.....	.....	225,000	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	1,809	.....	.....	.....	.....	.....	63,902	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	$1,809	.....	.....	.....	.....	.....	$288,902	.....	.....	31
32	$414,881	$187,946	*$858,507*	$245,172	$80,536	*$594,514*	$137,196	$386,617	$233,367	$39,328	32
33	*1,318,953*	809,324	*1,104,005*	344,112	189,166	*2,950,768*	576,994	1,933,461	190,325	*120,906*	33
34	1,700	173,474	221	.....	.....	.....	1,116	.....	.....	3,044	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	210,090	62,247	105	21,938	.....	.....	1,241	.....	10,423	12,649	38
39	*$1,112,463*	$1,108,497	*$1,962,395*	$567,347	$269,702	*$3,545,282*	$714,066	$2,320,078	$413,269	*$91,182*	39

[21] Includes $63,585 interest on receiver's certificates.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

their ranking on the basis of railroad operating revenues, see page 23.

L.No.	Item.	New Jersey & N. Y. 25	St. Lawrence & A. 26	Buffalo Creek. [22] 27	Fonda, J. & G. 28	Dunkirk, A. V. & P. [22] 29	Lake Champlain & M. 30	New York & Ottawa. 31	L.No.
1	Gross investment in road and equipment	$3,173,258	$2,899,636	.....	$9,592,045	$4,197,758	$413,852	$2,776,109	1
2	Reserve for accrued depreciation — credit	*26,559*	.....	*$4,221*	.....	.....	*9,892*	.....	2
3	Net investment in road and equipment	$3,146,699	$2,899,636	*$4,221*	$9,592,045	$4,197,758	$403,960	$2,776,109	3
	Other permanent investments:								
4	Securities of system corporations	220,475	.....	.....	222,530	.....	.....	600	4
5	Advances to system corporations	.....	.....	.....	139,355	.....	.....	.....	5
6	Other securities	23,850	.....	.....	39,844	.....	.....	.....	6
7	Physical property	.....	.....	.....	287,686	.....	.....	.....	7
8	Cash	122,476	106,159	35,607	57,075	51,435	3,599	14,431	8
9	Marketable securities	.....	.....	.....	1,000	.....	.....	.....	9
10	Materials and supplies	7,264	.....	7,226	69,608	23,653	27,738	7,762	10
11	Other working assets and accrued income	24,252	109,057	279,365	65,488	15,856	15,284	118,768	11
12	All other debit balances	.....	.....	300	22,673	124,260	.....	17,193	12
13	Net corporate deficit	.....	.....	.....	.....	.....	.....	279,524	13
14	Total	$3,545,016	$3,114,852	$318,277	$10,497,304	$4,412,962	$450,581	$3,214,387	14
15	Capital stocks	$2,228,600	$1,615,000	.....	$3,000,000	$1,300,000	$200,000	$1,250,000	15
16	Funded debt	997,960	1,200,000	.....	6,537,000	2,900,000	.....	1,456,000	16
17	Working and accrued liabilities	149,847	73,478	$62,978	430,675	60,084	461	508,387	17
18	All other credit balances	9,568	3,572	.....	9,468	30,338	.....	.....	18
	Corporate surplus:								
19	Additions to property thro. income since June 30, 1907	44,690	.....	.....	.....	*2,242*	123,652	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	126,468	.....	20
21	Profit and loss, balance	[31] 114,352	222,803	255,299	520,161	124,783	.....	.....	21
22	Total corporate surplus	[31] $159,042	$222,803	$255,299	$520,161	$122,541	$250,120	.....	22

[22] Operator's balance sheet; for corporate balance sheet see Table 101L.
[31] Greater than the reported surplus by $10, the excess of the par value over the valuation placed by respondent on $540 of its own bonds held in treasury and in its report included among its assets.

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Figures in *italics* denote *losses during year* and *deficits.*

L.No.	Item.	New Jersey & N. Y. 25	St. Lawrence & A. 26	Buffalo Creek. 27	Fonda, J. & G. 28	Dunkirk, A. V. & P. 29	Lake Champlain & M. 30	New York & Ottawa. 31	L.No.
1	Railroad operating revenues	$692,624	$625,282	$348,005	[7] $904,751	$311,313	$263,826	$171,929	1
2	Railroad operating expenses	441,855	366,669	169,711	[7] 421,522	276,185	157,986	174,333	2
3	Net operating revenues, railroad	$250,769	$258,614	$178,294	$483,229	$35,128	$105,840	*$2,404*	3
4	Net revenues from other operations	.....	.....	.....	*6,266*	.....	.....	.....	4
5	Total net operating revenues	$250,769	$258,614	$178,294	$476,963	$35,128	$105,840	*$2,404*	5
6	Taxes accrued	14,148	7,567	23,974	36,491	12,125	5,949	9,392	6
7	Operating income, railroad properties	$236,621	$251,047	$154,320	$440,472	$23,003	$99,891	*$11,796*	7
8	Operating income, other properties	.....	.....	.....	.....	.....	.....	.....	8
	Non-operating income:								
9	Rents accrued, lease of road	.....	.....	.....	.....	223,000	.....	.....	9
10	Other rents, credits	.....	6,798	119,125	.....	152	.....	13	10
11	Dividends on stocks owned or controlled	.....	.....	.....	6,300	.....	.....	.....	11
12	Interest on funded debt owned or controlled	.....	.....	.....	45	.....	.....	.....	12
13	Interest on other accounts	2,403	1,388	1,285	13,967	1,463	.....	268	13
14	All other non-operating income	579	*207*	713	10,085	517	.....	310	14
15	Total non-operating income	$2,982	$7,979	$121,123	$30,397	$225,132	.....	$591	15
16	Gross income	$239,603	$259,026	$275,443	$470,869	$248,135	$99,891	*$11,206*	16
	Income deductions:								
17	Rents, lease of other roads	300	10,000	68,000	8,600	.....	.....	.....	17
18	Other rents accrued, debits	153,703	114,992	6,005	33,874	37,016	10,533	5,900	18
19	Interest on funded debt	54,648	64,000	.....	298,415	203,000	.....	58,240	19
20	Other interest deductions	.....	.....	.....	12,161	.....	.....	.....	20
21	Sinking funds chargeable to income	.....	.....	.....	.....	.....	.....	.....	21
22	Other income deductions	.....	.....	.....	600	351	.....	.....	22
23	Total income deductions	$208,651	$188,992	$74,005	$353,650	$240,367	$10,533	$64,140	23
24	Net corporate income	$30,952	$70,034	$201,439	$117,219	$7,768	$89,357	*$75,345*	24
	Appropriations charged to income:								
25	Dividends, preferred stock	.....	.....	.....	30,000	.....	.....	.....	25
26	Dividends, common stock	.....	.....	.....	50,000	19,500	.....	.....	26
27	Dividends, other securities	.....	.....	.....	.....	.....	.....	.....	27
28	Addition and betterment appropriations	7,215	.....	.....	.....	*5,374*	22,000	.....	28
29	Appropriations to reserves	.....	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous appropriations	.....	.....	.....	4,500	.....	.....	.....	30
31	Total appropriations charged to income	$7,215	.....	.....	$84,500	$13,626	$22,000	.....	31
32	Balance to profit and loss	$23,737	$70,034	$201,439	$37,174	*$5,858*	$67,357	*$75,345*	32
33	Balance, profit and loss, June 30, 1909	[20] 87,073	152,770	127,901	492,275	130,641	182,763	*204,178*	33
34	Miscellaneous credits during year	3,581	.....	.....	.....	.....	.....	.....	34
	Dividends charged to surplus:								
35	Preferred stock	.....	.....	.....	.....	.....	.....	.....	35
36	Common stock	.....	.....	.....	.....	.....	.....	.....	36
37	Other securities	.....	.....	.....	.....	.....	.....	.....	37
38	Miscellaneous debits during year	41	.....	74,041	9,288	.....	.....	.....	38
39	Balance, profit and loss, June 30, 1910	[20] $114,352	$222,803	$255,299	$520,161	$124,783	$250,120	*$279,524*	39

[7] Electric railroad revenues and expenses included.
[20] Greater than the reported surplus by $10, the excess of the par value over the valuation placed by respondent on $540 of its own bonds held in treasury and in its report included among its assets.

TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L.No.	Terminal Ry. of B. 32	Greenwich & J. 33	Genesee & Wyoming. 34	Jamestown, C. & L. E. 35	New York & P. 36	D. & E. (Corpn.) [24] 37	D. & E. (Receivers). 37½	Norwood & St. L. 38	Connecting Terminal. 39	Little Falls & Dolgeville. 40	Catskill Mt. 41	L.No.
1	$3,226,625	$1,076,051	$1,025,936	$1,618,691	$1,070,000	$866,491	.....	$593,982	$731,175	$515,695	$459,714	1
2	.....	.....	*8,250*	.....	.....	.....	.....	*6,032*	.....	.....	*4,849*	2
3	$3,226,625	$1,076,051	$1,017,686	$1,618,691	$1,070,000	$866,491	.....	$587,950	$731,175	$515,695	$454,865	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	31,101	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	5,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	12,264	19,039	2,510	.....	89	8,646	$9,741	172	.....	42,213	12,534	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	4,068	2,902	.....	.....	.....	.....	5,549	.....	1,580	2,872	10
11	26,387	33,745	69,048	96,726	11,926	14,075	5,028	15,935	4,167	8,843	13,394	11
12	178	4,008	.....	2,513	.....	117,650	[25] 19,208	680	.....	16,856	350	12
13	.....	.....	.....	283,510	12,458	311,781	26,963	.....	4,679	.....	.....	13
14	$3,265,454	$1,142,548	$1,092,146	$2,001,440	$1,094,472	$1,349,744	$60,940	$610,286	$740,020	$585,188	$484,015	14
15	$1,000,000	$225,000	$500,000	$750,000	$570,000	$120,000	.....	$250,000	$20,000	$250,000	$89,000	15
16	1,000,000	[23] 828,240	500,000	750,000	500,000	942,500	[26] $30,000	100,000	500,000	250,000	290,600	16
17	1,252,744	60,339	11,246	500,861	24,472	267,516	[27] 30,619	94,183	220,020	15,490	20,556	17
18	8,234	86	.....	578	.....	19,728	320	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	4,476	28,883	80,900	.....	.....	.....	.....	166,103	.....	69,698	83,859	21
22	$4,476	$28,883	$80,900	.....	.....	.....	.....	$166,103	.....	$69,698	$83,859	22

[23] Includes $428,240 obligations for advances received for construction, equipment, and betterments. [24] Figures given as of February 28, the day preceding that on which the property was placed in the hands of receivers. [25] Includes $17,659 payment of debts of Delaware & Eastern Ry. Co. accrued prior to receivership. [26] Receivers' certificates. [27] Includes $9378 assets of Delaware & Eastern Ry. Co. which were realized on by receivers, and $16,414 due to receivers of Delaware & Eastern R.R. Co.

TABLE 102: INCOME ACCOUNT, OPERATING STEAM RAILROAD

See explanatory note under heading of Table 101

L.No.	Terminal Ry. of B. 32	Greenwich & J. 33	Genesee & Wyoming. 34	Jamestown, C. & L. E. 35	New York & P. 36	D. & E. (Corpn.) [8] 37	D. & E. (Receivers). [9] 37½	Norwood & St. L. 38	Connecting Terminal. 39	Little Falls & Dolgeville. 40	Catskill Mt. 41	L.No.
1	$160,337	$124,045	$113,885	$99,131	$97,029	$62,511	$32,105	$90,901	$82,812	$78,870	$74,339	1
2	45,904	62,683	42,635	118,332	80,111	81,885	31,883	41,320	57,137	52,044	50,479	2
3	$114,433	$61,362	$71,250	*$19,201*	$16,917	*$19,374*	$222	$49,581	$25,675	$26,826	$23,859	3
4	.....	.....	.....	.....	.....	.....	.....	1,510	.....	*293*	.....	4
5	$114,433	$61,362	$71,250	*$19,201*	$16,917	*$19,374*	$222	$51,092	$25,675	$26,533	$23,859	5
6	9,343	6,380	2,551	4,800	3,434	5,721	3,579	1,533	11,817	2,951	1,867	6
7	$105,090	$54,983	$68,699	*$24,001*	$13,483	*$25,095*	*$3,357*	$49,557	$13,858	$23,582	$21,992	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	305	1,056	.....	400	.....	1,342	1,131	.....	.....	25	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	315	.....	.....	.....	.....	.....	.....	.....	.....	873	.....	13
14	1,294	.....	.....	.....	.....	.....	.....	.....	.....	321	175	14
15	$1,914	$1,056	.....	$400	.....	$1,342	$1,131	.....	.....	$1,219	$175	15
16	$107,004	$56,039	$68,699	*$23,601*	$13,483	*$23,753*	*$2,226*	$49,557	$13,858	$24,801	$22,167	16
17	.....	.....	.....	.....	.....	46,856	23,316	.....	.....	.....	2,944	17
18	.....	10,651	4,040	18,054	4,309	325	184	8,840	.....	2,942	1,000	18
19	40,000	16,000	25,000	30,000	20,000	[10]	[11] 481	5,000	25,000	7,500	12,187	19
20	62,713	18,456	.....	33	.....	10,388	.....	242	.....	.....	100	20
21	.....	.....	.....	.....	.....	1,510	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	755	.....	.....	.....	4,800	22
23	$102,713	$45,107	$29,040	$48,087	$24,309	$59,079	$24,736	$14,082	$25,000	$10,442	$21,031	23
24	$4,291	$10,932	$39,659	*$71,688*	*$10,826*	*$82,832*	*$26,963*	$35,475	*$11,142*	$14,359	$1,136	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	.....	.....	20,000	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	$20,000	.....	.....	.....	.....	.....	.....	.....	.....	31
32	$4,291	$10,932	$19,659	*$71,688*	*$10,826*	*$82,832*	*$26,963*	$35,475	*$11,142*	$14,359	$1,136	32
33	185	26,955	61,241	*203,913*	*1,632*	*228,949*	.....	130,629	*11,625*	56,531	82,723	33
34	.....	.....	.....	92	.....	.....	.....	.....	18,088	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	9,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	.....	3	.....	8,000	.....	.....	.....	.....	.....	1,102	.....	38
39	$4,476	$28,883	$80,900	*$283,510*	*$12,458*	*$311,781*	*$26,963*	$166,103	*$4,679*	$69,698	$83,859	39

[8] Figures cover period from July 1, 1909, to February 28, 1910, the day preceding that on which the property was placed in the hands of receivers. [9] Figures cover period from March 1, 1910, to June 30, 1910. [10] No charge reported, although respondent's funded debt statement shows $17,842 interest accrued; see Table 105. [11] So reported, although respondent's funded debt statement shows $520 interest accrued; see Table 105.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

their ranking on the basis of railroad operating revenues, see page 23.

L.No.	Item.	New York, A. & L. 42	C. & C. V. 43	Niagara Junction. 44	Unadilla Valley. 45	Silver Lake. 46	Owasco River. 47	Skaneateles. 48	Bath & H. 49	U. S. & C. 50	L.No.
1	Gross investment in road and equipment	$1,987,375	$71,040	$456,714	$420,961	$263,222	$106,515	$202,083	$410,893	$669,950	1
2	Reserve for accrued depreciation — credit	.....	.....	*3,398*	*6,600*	*183,675*	*22,519*	*3,562*	*707*	.....	2
3	Net investment in road and equipment	$1,987,375	$71,040	$453,316	$414,361	$79,547	$83,995	$198,521	$410,187	$669,950	3
	Other permanent investments:										
4	Securities of system corporations	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Cash	1,528	.....	46,963	29,242	11,922	11,947	2,796	5,043	.....	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	1,392	.....	.....	7,882	1,741	2,860	.....	2,615	.....	10
11	Other working assets and accrued income	34,561	.....	7,743	1,208	9,954	6,525	25,261	7,529	382	11
12	All other debit balances	.....	.....	719	.....	.....	.....	.....	.....	.....	12
13	Net corporate deficit	30,715	4,608	.....	.....	19,086	.....	.....	5,667	.....	13
14	Total	$2,055,572	$75,648	$508,740	$452,693	$122,249	$105,328	$226,578	$431,040	$670,332	14
15	Capital stocks	$1,000,000	$45,000	$294,500	$200,000	$120,000	$30,000	$100,000	$100,000	$230,000	15
16	Funded debt	975,000	.....	175,000	200,000	.....	.....	95,000	300,000	433,470	16
17	Working and accrued liabilities	80,572	38	7,558	10,784	2,249	14,387	9,144	30,882	6,862	17
18	All other credit balances	.....	30,610	2,758	5,400	.....	156	.....	13	.....	18
	Corporate surplus:										
19	Adtns. to prop. thro. income since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	145	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	500	.....	.....	.....	20
21	Profit and loss, balance	.....	.....	28,924	36,509	.....	60,285	22,435	.....	.....	21
22	Total corporate surplus	.....	.....	$28,924	$36,509	.....	$60,785	$22,435	.....	.....	22

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Figures in *italics* denote *losses during year* and *deficits*.

L.No.	Item.	New York, A. & L. 42	C. & C. V. 43	Niagara Junction. 44	Unadilla Valley. 45	Silver Lake. 46	Owasco River. 47	Skaneateles. 48	Bath & H. 49	U. S. & C. 50	L.No.
1	Railroad operating revenues	$69,958	$67,983	$62,556	$56,472	$48,579	$46,059	$45,823	$45,659	$44,413	1
2	Railroad operating expenses	56,053	42,398	25,930	38,816	144,534	42,337	29,907	27,524	33,977	2
3	Net operating revenues, railroad	$13,905	$25,584	$36,626	$17,656	*$95,955*	$3,722	$15,916	$18,134	$10,436	3
4	Net revenues from other operations	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Total net operating revenues	$13,905	$25,584	$36,626	$17,656	*$95,955*	$3,722	$15,916	$18,134	$10,436	5
6	Taxes accrued	2,963	3,244	4,697	2,020	1,820	843	1,511	1,850	3,572	6
7	Operating income, railroad properties	$10,942	$22,340	$31,930	$15,636	*$97,775*	$2,879	$14,404	$16,284	$6,864	7
8	Operating income, other properties	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
	Non-operating income:										
9	Rents accrued, lease of road	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other rents, credits	.....	563	.....	.....	.....	.....	.....	.....	.....	10
11	Dividends on stocks owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Interest on funded debt owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Interest on other accounts	.....	.....	.....	.....	.....	.....	.....	87	.....	13
14	All other non-operating income	.....	.....	728	.....	40	.....	.....	204	.....	14
15	Total non-operating income	.....	$563	$728	.....	$40	.....	.....	$291	.....	15
16	Gross income	$10,942	$22,903	$32,658	$15,636	*$97,735*	$2,879	$14,404	$16,575	$6,864	16
	Income deductions:										
17	Rents, lease of other roads	.....	10,000	.....	.....	.....	.....	.....	.....	.....	17
18	Other rents accrued, debits	1,543	1,229	.....	.....	1,873	25	2,060	2,390	869	18
19	Interest on funded debt	48,750	.....	8,750	8,000	.....	.....	4,771	15,000	11,250	19
20	Other interest deductions	243	.....	.....	.....	.....	291	.....	.....	.....	20
21	Sinking funds chargeable to income	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Other income deductions	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total income deductions	$50,535	$11,229	$8,750	$8,000	$1,873	$316	$6,830	$17,390	$12,119	23
24	Net corporate income	*$39,594*	[12] $11,673	$23,908	$7,636	*$99,608*	$2,564	$7,574	*$815*	[14] *$5,255*	24
	Appropriations charged to income:										
25	Dividends, preferred stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Dividends, common stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Dividends, other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Addition and betterment appropriations	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Appropriations to reserves	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous appropriations	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Total appropriations charged to income	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	Balance to profit and loss	*$39,594*	.....	$23,908	$7,636	*$99,608*	$2,564	$7,574	*$815*	.....	32
33	Balance, profit and loss, June 30, 1909	8,879	*$4,608*	17,002	31,688	379,688	58,693	16,200	*4,852*	.....	33
34	Miscellaneous credits during year	.....	.....	92	13	.....	.....	.....	.....	.....	34
	Dividends charged to surplus:										
35	Preferred stock	.....	.....	9,415	.....	.....	.....	.....	.....	.....	35
36	Common stock	.....	.....	.....	.....	73,200	.....	.....	.....	.....	36
37	Other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	Miscellaneous debits during year	.....	.....	2,662	2,829	225,966	972	1,339	.....	.....	38
39	Balance, profit and loss, June 30, 1910	*$30,715*	*$4,608*	$28,924	$36,509	[13] *$19,086*	$60,285	$22,435	*$5,667*	.....	39

[12] Absorbed by Delaware & Hudson Co. [13] So reported, but not the result of figures given. [14] Assumed by Grand Trunk Ry. Co. of Canada.

TABLE 101: BALANCE SHEET, OPERATING STEAM

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L.No.	Buffalo, A. & A. 51	Raquette Lake. 52	Lowville & B. R. 53	Dansville & Mt. M. 54	Erie & C. N. Y. [32] 55	Marcellus & O. L. 56	Cranberry Lake. 57	Schoharie Valley. 58	Adirondack & St. L. 59	Sterling Mt. 60	Carthage & C. 61	Kanona & P. 62	Keeseville, A.C. & L.C. 63	L.No.
1	$518,855	$492,549	$221,814	$232,099	$251,889	$418,872	$82,927	$133,000	$215,839	$513,884	$141,514	$197,923	$99,048	1
2	*3,009*	.....	*3,070*	*900*	.....	.....	.....	.....	.....	.....	.....	.....	*1,440*	2
3	$515,846	$492,549	$218,744	$231,199	$251,889	$418,872	$82,927	$133,000	$215,839	$513,884	$141,514	$197,923	$97,608	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	14,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	5,467	2,131	3,686	7,571	.....	437	2,182	14,963	1,555	.....	459	2,188	491	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	3,488	3,704	.....	8,108	3,992	.....	1,311	.....	774	.....	2,821	10
11	2,155	7,325	2,964	1,877	.....	4,186	6,635	300	2,271	.....	948	436	16,698	11
12	146	68	3,301	.....	.....	1,074	.....	.....	983	.....	1,922	.....	9,936	12
13	35,497	93,649	.....	36,760	.....	16,890	.....	.....	23,419	149,082	.....	.....	.....	13
14	$559,111	$609,822	$232,182	$281,111	$251,889	$449,566	$95,736	$148,263	$245,378	$662,966	$145,617	$200,546	$127,554	14
15	$330,000	$250,000	$171,153	$50,000	$250,000	$200,000	$80,000	$100,000	$100,000	$80,000	$54,300	$120,000	$60,000	15
16	201,000	250,000	.....	[28]158,521	.....	200,000	.....	31,000	107,603	475,674	54,000	70,000	30,000	16
17	28,111	109,822	35,279	72,590	1,889	36,586	835	.....	37,775	107,292	31,105	1,565	7,425	17
18	.....	.....	.....	8,521	.....	12,980	.....	.....	.....	.....	.....	.....	9,617	18
19	.....	.....	6,059	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	19,691	.....	.....	.....	14,901	17,263	.....	.....	6,211	8,981	20,512	21
22	.....	.....	$25,749	.....	.....	.....	$14,901	$17,263	.....	.....	$6,211	$8,981	$20,512	22

[28] Includes $8521 receivers' certificates. [32] Assets and liabilities of Erie & Central New York R.R. Co. are included in balance sheet of Delaware, Lackawanna & Western R.R. Co. as well as reported separately.

TABLE 102: INCOME ACCOUNT, OPERATING STEAM RAILROAD

See explanatory note under heading of Table 101

L.No.	Buffalo, A. & A. 51	Raquette Lake 52	Lowville & B. R. 53	Dansville & Mt. M. 54	Erie & C. N. Y. [19] 55	Marcellus & O. L. 56	Cranberry Lake. 57	Schoharie Valley. 58	Adirondack & St. L. 59	Sterling Mt. [22] 60	Carthage & C. 61	Kanona & P. 62	Keeseville, A.C. & L.C. 63	L.No.
1	$42,737	$39,138	$38,411	$36,636	$30,421	$27,989	$25,941	$25,689	$19,085	$18,761	$18,512	$17,901	$17,527	1
2	37,936	40,686	24,274	31,391	35,414	21,166	15,425	14,705	13,677	19,846	11,265	17,306	13,922	2
3	$4,801	*$1,548*	$14,137	$5,246	*$4,993*	$6,823	$10,516	$10,984	$5,408	*$1,086*	$7,247	$595	$3,605	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*313*	4
5	$4,801	*$1,548*	$14,137	$5,246	*$4,993*	$6,823	$10,516	$10,984	$5,408	*$1,086*	$7,247	$595	$3,291	5
6	1,500	2,480	1,567	1,303	2,980	1,562	823	822	276	1,023	578	1,080	1,279	6
7	$3,301	*$4,027*	$12,570	$3,943	*$7,973*	$5,261	$9,693	$10,163	$5,132	*$2,109*	$6,669	*$485*	$2,012	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	19	79	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	.....	323	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	$19	$79	.....	$323	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	$3,320	*$3,948*	$12,570	$4,265	*$7,973*	$5,261	$9,693	$10,163	$5,132	*$2,109*	$6,669	*$485*	$2,012	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	4,351	1,619	1,866	.....	.....	.....	3,058	444	1,753	.....	.....	345	.....	18
19	10,050	12,500	.....	.....	.....	10,000	.....	1,550	5,000	.....	3,050	.....	1,800	19
20	.....	.....	1,540	2,166	.....	77	.....	.....	648	.....	1,932	2,800	371	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	26	.....	.....	957	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	$14,427	$14,119	$3,406	$3,124	.....	$10,077	$3,058	$1,994	$7,401	.....	$4,982	$3,145	$2,171	23
24	*$11,108*	*$18,067*	$9,164	$1,142	[16] *$7,973*	*$4,815*	$6,636	$8,168	*$2,269*	*$2,109*	$1,686	*$3,630*	*$159*	24
25	.....	.....	1,265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	.....	.....	.....	.....	.....	.....	4,000	5,000	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	6,059	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	.....	.....	$7,324	.....	.....	.....	$4,000	$5,000	.....	.....	.....	.....	.....	31
32	*$11,108*	*$18,067*	$1,840	$1,142	.....	*$4,815*	$2,636	$3,168	*$2,269*	*$2,109*	$1,686	*$3,630*	*$159*	32
33	*24,389*	*75,582*	17,850	*37,901*	.....	*12,074*	12,265	14,144	*21,076*	.....	4,525	12,612	9,689	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,943	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	.....	.....	.....	.....	.....	.....	.....	50	73	.....	.....	.....	*960*	38
39	*$35,497*	*$93,649*	$19,691	*$36,760*	.....	*$16,890*	$14,901	$17,263	*$23,419*	*$2,109*	$6,211	$8,981	$20,512	39

[16] Assumed by Delaware, Lackawanna & Western R.R. Co. [19] The income account of the Erie & Central New York R.R. Co. is also included in that of Delaware, Lackawanna & Western R.R. Co. as reported. [22] Figures given as

RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

their ranking on the basis of railroad operating revenues, see page 23.

L.No.	Item.	Otis. 64	Glenfield & W. 65	Middle-burgh & S. 66	T. & B. 67	Fulton Chain. 68	C.&St.L. 69	Catskill & T. 70	Port Chester T. 71	Dexter & Northern. 72	Erie Terminals. 73	L.No.
1	Gross investment in road and equipment	$182,173	$287,556	$103,500	$38,440	$60,473	$50,000	$135,230	$11,161	[29]$20,782	$448,206	1
2	Reserve for accrued depreciation — credit	*547*	.....	.....	*1,824*	.....	.....	*2,026*	.....	.....	.....	2
3	Net investment in road and equipment	$181,626	$287,556	$103,500	$36,615	$60,473	$50,000	$133,204	$11,161	[29]$20,782	$448,206	3
	Other permanent investments:											
4	Securities of system corporations	.....	.....	.....	.....	.....	.....	.....	.....	.....	600,000	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Cash	1,225	1,354	4,523	.....	1,601	.....	1,228	.....	2,029	7,217	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	295	897	1,200	.....	.....	.....	348	.....	166	.....	10
11	Other working assets and accrued income	14,002	130	2,290	.....	30,469	.....	1,823	.....	470	322,728	11
12	All other debit balances	108	685	100	.....	.....	.....	.....	.....	.....	69,080	12
13	Net corporate deficit	.....	68,748	.....	8,632	.....	.....	26,908	.....	.....	35,048	13
14	Total	$197,256	$359,369	$111,613	$45,247	$92,543	$50,000	$163,511	$11,161	$23,447	$1,482,280	14
15	Capital stocks	$65,000	$150,000	$88,500	$36,500	$21,000	$50,000	$89,000	$10,000	$2,000	$68,000	15
16	Funded debt	71,000	.....	18,000	.....	42,000	.....	.....	.....	.....	.....	16
17	Working and accrued liabilities	56,571	209,369	1,432	8,747	5,223	.....	83,511	1,161	21,442	1,414,280	17
18	All other credit balances	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
	Corporate surplus:											
19	Adtns. to prop. thro. income since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	4,685	.....	3,679	.....	24,319	.....	.....	.....	5	.....	21
22	Total corporate surplus	$4,685	.....	$3,679	.....	$24,319	.....	.....	.....	$5	.....	22

[29] "The principal cost of property and locomotives used by Dexter & Northern R.R. Co. is not included, since the title to it is in the Dexter Sulphite Pulp & Paper Co., and it can not be transferred until a railroad mortgage is authorized so that bonds may be issued by the railroad company in payment to the Dexter Sulphite Pulp & Paper Co."

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

Figures in *italics* denote *losses during year* and *deficits.*

L.No.	Item.	Otis. 64	Glenfield & W. 65	Middle-burgh & S. 66	T. & B. 67	Fulton Chain. 68	C.&St.L. 69	Catskill & T. 70	Port Chester T. [18] 71	Dexter & Northern. 72	Erie Terminals. 73	L.No.
1	Railroad operating revenues	$14,851	$14,517	$13,627	$8,156	$7,922	$7,679	$7,566	.....	$3,692	.....	1
2	Railroad operating expenses	7,657	18,331	8,742	7,811	4,708	13,294	11,540	.....	3,643	.....	2
3	Net operating revenues, railroad	$7,194	*$3,813*	$4,885	$345	$3,214	*$5,615*	*$3,974*	.....	$49	.....	3
4	Net revenues from other operations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Total net operating revenues	$7,194	*$3,813*	$4,885	$345	$3,214	*$5,615*	*$3,974*	.....	$49	.....	5
6	Taxes accrued	395	775	826	212	335	464	473	.....	44	$20,895	6
7	Operating income, railroad properties	$6,799	*$4,589*	$4,059	$133	$2,879	*$6,079*	*$4,446*	.....	$5	.....	7
8	Operating income, other properties	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
	Non-operating income:											
9	Rents accrued, lease of road	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other rents, credits	.....	.....	.....	.....	.....	.....	.....	.....	.....	$469,528	10
11	Dividends on stocks owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Interest on funded debt owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Interest on other accounts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	All other non-operating income	.....	.....	.....	.....	104	.....	4,800	.....	.....	512	14
15	Total non-operating income	.....	.....	.....	.....	$104	.....	$4,800	.....	.....	$470,040	15
16	Gross income	$6,799	*$4,589*	$4,059	$133	$2,984	*$6,079*	$354	.....	$5	$449,144	16
	Income deductions:											
17	Rents, lease of other roads	.....	.....	.....	1,407	.....	.....	.....	.....	.....	430,966	17
18	Other rents accrued, debits	.....	387	.....	150	654	992	.....	.....	.....	.....	18
19	Interest on funded debt	3,550	.....	.....	.....	1,050	.....	.....	.....	.....	.....	19
20	Other interest deductions	1,219	.....	900	.....	.....	.....	2,411	.....	.....	41,300	20
21	Sinking funds chargeable to income	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Other income deductions	.....	.....	25	165	.....	.....	.....	.....	.....	.....	22
23	Total income deductions	$4,769	$387	$925	$1,722	$1,704	$992	$2,411	.....	.....	$472,266	23
24	Net corporate income	$2,030	*$4,976*	$3,134	*$1,589*	$1,280	[14]*$7,071*	*$2,057*	.....	$5	*$23,121*	24
	Appropriations charged to income:											
25	Dividends, preferred stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Dividends, common stock	.....	.....	2,655	.....	.....	.....	1,500	.....	.....	.....	26
27	Dividends, other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Addition and betterment appropriations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Appropriation to reserves	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous appropriations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Total appropriations charged to income	.....	.....	$2,655	.....	.....	.....	$1,500	.....	.....	.....	31
32	Balance to profit and loss	$2,030	*$4,976*	$479	*$1,589*	$1,280	.....	*$3,557*	.....	$5	*$23,121*	32
33	Balance, profit and loss, June 30, 1909	2,656	*61,272*	3,202	*7,043*	23,034	.....	*23,350*	.....	.....	*11,027*	33
34	Miscellaneous credits during year	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
	Dividends charged to surplus:											
35	Preferred stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Common stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	Miscellaneous debits during year	.....	2,500	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Balance, profit and loss, June 30, 1910	$4,685	*$68,748*	$3,679	*$8,632*	$24,319	.....	*$26,908*	.....	$5	*$35,048*	39

[14] Assumed by Grand Trunk Ry. Co. of Canada. [18] Reports no income account; "the accounts of this switching road are not kept separate from those of the owning and operating company, Russell, Burdsall & Ward Bolt and Nut Co."

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
1	**Pennsylvania:**	%						
	Securities of system corporations, pledged:							
	Stocks:							
	Bedford & Bridgeport Railway Co	....	.....	$600,000	.....	.....	$10	.....
	Cambria & Clearfield Railway Co	....	.....	1,511,150	.....	.....	625,235	.....
	Connecting Railway Co	4	.....	1,500,000	.....	.....	1,500,000	$60,000
	Delaware River R. R. & Bridge Co	6	.....	300,000	.....	.....	300,000	18,000
	Lewisburg & Tyrone R.R. Co	....	.....	1,110,450	.....	.....	1	.....
	Northern Central Railway Co	8	.....	350,000	.....	.....	433,690	28,000
	New York, Philadelphia & Norfolk R.R. Co	12	.....	2,492,750	.....	.....	7,478,250	299,130
	Pennsylvania Company, common	....	.....	45,483,400	.....	.....	43,491,227	3,070,130
	Philadelphia, Baltimore & Washington R.R. Co	4	.....	11,250,000	.....	.....	9,678,313	450,000
	U. N. J. R.R. & C. Co	10	.....	1,300,000	.....	.....	1,733,333	130,000
	Bonds, etc.:							
	Bedford & Bridgeport Ry. Co., 5% ctf. of indebt	5	May 1, 1916	1,700,000	.....	.....	549,990	85,000
	Belvidere Delaware R.R. Co., cons. mtge. 4% reg. bonds	4	Jan 1, 1933	300,000	.....	.....	118,844	12,006
	Cambria & Clearfield Ry. Co., 5% 1st mtge. bonds	5	Jan 1, 1941	500,000	.....	.....	490,910	24,944
	Cin. & Muskingum Valley R.R. Co., 4% 1st mtge. bonds	4	Aug 1, 1948	1,318,000	.....	.....	1,308,976	52,720
	Cleve., Akron & Col. Ry. Co., 4% 1st cons. mtge. bonds	4	Aug 1, 1940	932,000	.....	.....	917,088	37,280
	Col. & Port Deposit Ry. Co., 4% 1st mtge. bonds	4	Aug 1, 1940	200,000	.....	.....	200,633	8,000
	Gr. Rapids & Indiana Ry. Co., 2nd mtge. 4% bonds	4	Oct 1, 1936	888,000	.....	.....	718,930	35,520
	Wheeling Terminal Ry. Co., 1st mtge. 4% bonds	4	Aug 1, 1940	1,263,000	.....	.....	1,242,792	50,520
	Securities of system corporations, unpledged:							
	Stocks:							
	Barnegat R.R. Co	....	.....	50,000	.....	.....	1	.....
	Bedford & Hollidaysburg R.R. Co	....	.....	299,150	.....	.....	200,000	.....
	Belvidere Delaware R.R. Co	10	.....	244,600	.....	.....	227,700	12,230
	Cambria & Clearfield Ry. Co	....	.....	3,322,700	.....	.....	1,374,765	.....
	Connecting Ry. Co	4	.....	2,113,650	.....	.....	2,113,650	84,546
	Cherry Tree & Dixonville R.R. Co	4	.....	250,000	.....	.....	250,000	10,000
	Delaware River R.R. & Bridge Co	6	.....	1,000,000	.....	.....	1,000,000	60,000
	Freehold & Jamesburg Agr. R.R. Co	5	.....	37,800	.....	.....	22,051	1,890
	Harrisburg, Portsmouth, Mt. Joy & Lanc. R.R. Co	7½	.....	350	.....	.....	765	26
	Johnsonburg R.R. Co	....	.....	150,000	.....	.....	1	.....
	Kinkora & New Lisbon R.R. Co	....	.....	40,000	.....	.....	1	.....
	Lancaster & Quarryville R.R. Co	....	.....	350,000	.....	.....	1	.....
	Millstone & New Brunswick R.R. Co	....	.....	250	.....	.....	1	.....
	New York Bay R.R. Co	1½	.....	6,000,000	.....	.....	2,000,000	90,000
	Perth Amboy & Woodbridge R.R. Co	20	.....	198,400	.....	.....	198,413	39,680
	Penna., Monon. & Southern R.R. Co	....	.....	650,900	.....	.....	1	.....
	Penna. Tunnel & Terminal R.R. Co	....	.....	15,000,000	.....	.....	15,000,000	.....
	Phila. & Beach Haven R.R. Co	....	.....	200,000	.....	.....	1	.....
	Phila. & Long Branch R.R. Co	....	.....	765,000	.....	.....	1	.....
	Phila. & Trenton R.R. Co	10	.....	600	.....	.....	1,250	60
	Pomeroy & Newark R.R. Co	....	.....	500,000	.....	.....	1	.....
	Ridgeway & Clearfield R.R. Co	....	.....	491,000	.....	.....	1	.....
	Rocky Hill R.R. & Trans. Co	6	.....	250	.....	.....	1	15
	Tipton R.R. Co	....	.....	43,250	.....	.....	1	.....
	U. N. J. R.R. & C. Co	10	.....	50,000	.....	.....	66,667	5,000
	Vinc. Br. of the Bur. Co. R.R. Co	6	.....	3,150	.....	.....	4,274	189
	Western New York & Penna. Ry. Co	....	.....	19,402,687	.....	.....	1	.....
	York, Han. & Freder. R.R. Co	....	.....	400,000	.....	.....	1	.....
	Brookville Ry. Co	....	.....	71,450	.....	.....	1	.....
	Cumberland Valley R.R. Co., common	8	.....	4,827,700	.....	.....	5,466,677	225,325
	Cumberland Valley R.R. Co., 1st preferred	8	.....	238,600	.....	.....	491,600	28,632
	Cumberland Valley R.R. Co., 2nd preferred	8	.....	241,750	.....	.....	475,050	29,010
	Franklin & Parkers Landing R.R. Co	....	.....	35,000	.....	.....	28,000	.....
	Long Island R.R. Co	....	.....	6,797,900	.....	.....	4,205,165	.....
	Monongahela R.R. Co	6	.....	714,000	.....	.....	714,000	42,840
	Northern Central R.R. Co	8	.....	10,227,200	.....	.....	12,672,663	818,176
	New York Connecting R.R. Co	....	.....	1,500,000	.....	.....	1,526,250	.....
	Pennsylvania Co	....	.....	34,516,600	.....	.....	33,004,879	2,329,871
	Pennsylvania & Newark R.R. Co	....	.....	360,000	.....	.....	160,000	.....
	Philadelphia & Delaware Co. R.R. Co	....	.....	250,000	.....	.....	1	.....
	Philadelphia, Baltimore & Washington R.R. Co	4	.....	13,885,475	.....	.....	11,945,598	555,418
	Pittsb., Fort Wayne & Chicago Ry. Co. guar. spec	7	.....	300	.....	.....	555	21
	Pittsb., Fort Wayne & Chicago Ry. Co. guar. reg	7	.....	25,000	.....	.....	44,250	1,750
	West Jersey & Seashore R.R. Co	5	.....	4,965,450	.....	.....	5,053,715	226,559
	West Jersey & Seashore R.R. Co., spec. guar	6	.....	3,450	.....	.....	5,151	207
	Baltimore, Chesa. & Atlantic Ry. Co., common	....	.....	250,000	.....	.....	1	.....
	Baltimore, Chesa. & Atlantic Ry. Co., preferred	5	.....	299,921	.....	.....	165,559	14,027
	Cleveland & Pittsb. R.R. Co., sp. guar. betterm	4	.....	3,729,100	.....	.....	3,617,227	149,497
	Penna. Annex	....	.....	250,000	.....	.....	90,000	.....
	Phila. & Camden Ferry Co	23	.....	896,450	.....	.....	996,745	147,723
	Richmond Washington Co	4	.....	445,000	.....	.....	445,000	17,800
	Lykens Valley R.R. & C. Co	....	.....	10,000	.....	.....	3,750	.....
	Homer & Susquehanna R.R. Co	....	.....	10,500	.....	.....	1	.....
	Harrison & E. Newark Con. R.R. Co	....	.....	25,000	.....	.....	28,461	.....
	Milford & Bay Shore R.R. Co	....	.....	1,013	.....	.....	1,013	.....
	Roxborough R.R. Co	....	.....	70,000	.....	.....	1	.....
	Hulton Ferry Co	....	.....	100	.....	.....	1	.....
	Brilliant & Asp. Ferry Co	....	.....	45	.....	.....	1	.....
	Bonds:							
	Cambria & Clearfield Ry. Co., 1st mtge	5	Jan 1, 1941	1,000	.....	.....	1,138	50
	Connecting Ry. Co	3½	Mar 15, 1932	989,000	.....	.....	989,000	34,615
	Freehold & Jamesburg Agr. R.R. Co., deb	4	Jul 1, 1919	97,000	.....	.....	97,000	1,950
	Johnsonburg R.R. Co., 1st mtge	6	Mar 1, 1929	150,000	.....	.....	1	.....
	Lewisburg & Tyrone R.R. Co	4½	Oct 1, 1949	489,000	.....	.....	100,000	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
1	**Pennsylvania** (*continued*):	%						
	Securities of system corporations, unpledged (concluded):							
	Bonds (concluded):							
	Penna., Monon. & Southern R.R. Co., 1st mtge	4	Jan 1, 1948	$635,000	.....	.....	$635,000	.....
	Phila. & Long Branch R.R. Co., 1st mtge	5	Dec 1, 1913	750,000	.....	.....	1	.....
	Ridgeway & Clearfield R.R. Co., 1st mtge	5	Nov 1, 1923	491,000	.....	.....	491,000	$36,825
	U. N. J. R.R. & C. Co., gen. mtge	4	Sep 1, 1948	100,000	.....	.....	62,950	23,504
	Western New York & Penna. Ry. Co., gen. mtge	4	Apr 1, 1943	54,000	.....	.....	54,000	2,160
	Western New York & Penna. Ry. Co., inc. mtge	5	Apr 1, 1943	9,165,000	.....	.....	1,833,000	.....
	Western New York & Penna. Ry. Co., inc. scrip	....	Apr 1, 1943	139	.....	.....	28	.....
	York, Han. & Freder. R.R. Co., 1st mtge	4	May 1, 1927	150,000	.....	.....	1	.....
	Cherry Tree & Dixonville R.R. Co., certf	4	Dec 31, 1910	529,685	.....	.....	529,685	21,065
	West Jersey & Seashore R.R. Co., certf. indebt	4	Jul 1, 1911	1,394,000	.....	.....	1,394,000	27,880
	Long Island R.R. Co., refunding mtge	4	Mar 1, 1949	20,000	.....	.....	20,000	.....
	Chartiers Ry. Co., 1st mtge	3½	Sep 1, 1931	13,000	.....	.....	10,961	455
	Col. & Port Deposit Ry. Co., 1st mtge	4	Aug 1, 1940	106,000	.....	.....	106,335	4,240
	Gr. Rapids & Indiana Ry. Co., 1st mtge	4½	Jul 1, 1941	216,000	.....	.....	235,368	9,720
	Md., Dela. & Virginia Ry. Co., certf. indebt	4	Dec 5, 1909	14,000	.....	.....	14,000	560
	Long Island R.R. Co., deb. bonds	4	Dec 31, 1919	6,062,952	.....	.....	6,062,952	121,259
	Monongahela R.R. Co., 1st mtge	3½	Oct 1, 1942	670,000	.....	.....	654,358	23,730
	Phila. & Delaware Co. R.R. Co., 1st mtge	5	Apr 1, 1925	180,000	.....	.....	1,000	.....
	Miscellaneous securities:							
	Real estate mtge. and ground rents receivable	....	.....	2,511,710	.....	.....	2,511,710	106,407
	Advances to system corporations for construction, equipment, and betterments:							
	Penna. Tunnel & Terminal R.R. Co	....	.....	.....	.....	.....	35,996,228	.....
	Permanent investments in physical property:							
	Track material leased	....	.....	.....	.....	.....	390,536	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Blair Gap Water Supply Co	....	.....	1,211,100	.....	.....	4	.....
	Erie & Western Transportation Co	4	.....	1,840,950	.....	.....	1,837,117	73,638
	Girard Point Storage Co	....	.....	1,063,700	.....	.....	1	.....
	Summit Water Supply Co	....	.....	225,300	.....	.....	1	.....
	Tipton Water Co	....	.....	345,900	.....	.....	504	.....
	Susquehanna Coal Co	....	.....	1,640,900	.....	.....	550,294	.....
	Dauphin Cons. Water Supply Co	....	.....	467,200	.....	.....	93,431	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Arcade Real Estate Co	4	.....	600,000	.....	.....	600,000	24,000
	Blair Gap Water Supply Co	....	.....	500	.....	.....	200	.....
	Duquesne Warehouse Co	....	.....	10,000	.....	.....	10,000	.....
	Erie & Western Transportation Co	4	.....	658,700	.....	.....	657,333	26,348
	Enola Realty Co	....	.....	225,000	.....	.....	1	.....
	Enola Sewerage Co	....	.....	25,000	.....	.....	1	.....
	Girard Point Storage Co	....	.....	936,300	.....	.....	1	.....
	Manor Real Estate & Trust Co	....	.....	2,000,000	.....	.....	2,000 000	.....
	New Jersey Warehouse & Guaranty Co	....	.....	25,000	.....	.....	1	.....
	Summit Branch Mining Co	....	.....	25,000	.....	.....	1	.....
	Summit Water Supply Co	....	.....	500	.....	.....	.....	.....
	Tipton Water Co	....	.....	600	.....	.....	600	.....
	Susquehanna Coal Co	....	.....	495,900	.....	.....	166,306	.....
	Dauphin Cons. Water Supply Co	....	.....	950	.....	.....	190	.....
	Pittsburgh Joint Stock Yards Co	....	.....	1,000,000	.....	.....	973,110	.....
	Trenton Delaware Bridge Co	6	.....	100,000	.....	.....	100,000	6,000
	Pennsylvania Canal Co	....	.....	3,517,150	.....	.....	1	.....
	Mineral R.R. & Mining Co	....	.....	100,002	.....	.....	1	.....
	Bonds:							
	Assoc. of Jersey Co., certf. indebt	4	Dec 31, 1910	25,000	.....	.....	25,000	1,500
	Enola Realty Co., 1907, ctf. indebt	4	On demand	70,000	.....	.....	70,000	2,800
	Enola Realty Co., 1908, ctf. indebt	4	On demand	40,000	.....	.....	40,000	1,600
	Lisbon Coal Co	5	Aug 1, 1912	316,000	.....	.....	300,821	15,800
	Manor Real Estate & Trust Co., ctf. indebt	3½	On demand	3,649,424	.....	.....	3,649,424	139,216
	Susquehanna Coal Co., ctf	4	Dec 31, 1910	6,000,000	.....	.....	4,703,204	360,000
	Pennsylvania Canal Co	6	Jul 1, 1910	384,000	.....	.....	1	.....
	Trenton Delaware Bridge Co	7	Jul 1, 1917	2,000	.....	.....	2,375	163
	Marketable securities:							
	Stocks:							
	Baltimore & Ohio R.R. Co., common	6	.....	5,725,000	.....	.....	5,725,000	343,500
	Baltimore & Ohio R.R. Co., preferred	4	.....	14,273,600	.....	.....	12,319,070	570,944
	Lehigh & Hudson River Ry. Co	....	.....	163,200	.....	.....	1	.....
	N. Y., N. H. & H. R.R. Co	8	.....	3,500,000	.....	.....	5,290,000	130,000
	N. Y., N. H. & H. R.R. Co., receipts	....	.....	312,500	.....	.....	390,625	1,563
	Norfolk & Western Ry. Co., common	5	.....	31,660,800	.....	.....	26,532,917	1,282,520
	Norfolk & Western Ry. Co., preferred	4	.....	5,820,000	.....	.....	4,555,231	284,600
	Stewartstown R.R. Co. of Penna	5	.....	9,500	.....	.....	8,550	523
	Penna. Steel Co. of New Jersey	7	.....	584,700	.....	.....	241,477	35,588
	Philadelphia Bourse	....	.....	5,000	.....	.....	1	.....
	Philadelphia Bourse, 6% preferred	....	.....	1,875	.....	.....	1	.....
	Pottstown Iron Co., 1st pfd	....	.....	854	.....	.....	1	.....
	Pottstown Iron Co., 2nd pfd	....	.....	9,065	.....	.....	1	.....
	Tibby Bros. Glass Co	....	.....	39,000	.....	.....	42,660	.....
	Meeker Fdry Co., pfd	....	.....	280	.....	.....	.....	.....
	Meeker Fdry. Co., common	....	.....	133	.....	.....	182	.....
	Milbourne Mills Co	....	.....	15	.....	.....	15	.....
	Union Sheet & Tin Plate Co	....	.....	600	.....	.....	600	.....
	United States Rail Co., common	....	.....	100	.....	.....	41	.....
	United States Rail Co., preferred	....	.....	2,400	.....	.....	2,400	.....
	Westinghouse Elect. & Mfg. Co., pfd	....	.....	79,550	.....	.....	79,550	.....
	Merchants Warehouse Co	8	.....	154,600	.....	.....	168,419	12,368
	J. Langdon & Co	....	.....	45,900	.....	.....	1	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
1	**Pennsylvania** (*concluded*):	%						
	Marketable securities (concluded):							
	Bonds:							
	Elmira & Williamsport R.R. Co., 1st mtge	4	Jan 1, 1950	$8,000	.....	.....	$8,000	$277
	Lehigh & Hudson River Ry. Co., deb	4	Jul 1, 1920	34,000	.....	.....	34,000	1,360
	New York & Long Branch R.R. Co., gen. mtge	4	Sep 1, 1941	158,000	.....	.....	158,000	6,451
	N. Y., N. H. & H. R.R. Co., common	3½	Jan 1, 1950	375,000	.....	.....	362,928	13,125
	Norfolk & Western Ry. Co., conv	4	Jun 1, 1932	4,497,000	.....	.....	4,496,971	21,486
	Piedmont & Cumberland Ry. Co., 1st mtge	5	Aug 1, 1911	100,000	.....	.....	100,690	5,000
	New York Bay R.R. Co., 1st mtge	4	Jul 1, 1948	3,310,000	.....	.....	2,926,000	132,400
	Long Island R.R. Co., equipt. trust ctfs	4	Feb 1, 1919	400,000	.....	.....	366,313	16,000
	Long Island R.R. Co., equipt. trust ctfs	4	.....	322,000	.....	.....	305,474	12,880
	H. O. Co., subord. lien	3	Dec. 1, 1919	500	.....	.....	500	7
	International Navigation of New Jersey	5	Feb 1, 1929	340,000	.....	.....	340,000	17,000
	Independent Brick Co., 1st mtge	6	Jan 1, 1929	1,950	.....	.....	1,950	117
	Union Sheet & Tin Plate Co., note	6	Oct 1, 1911	100	.....	.....	100	3
	United States Rail Co., 1st mtge	6	Nov 1, 1914	197	.....	.....	197	6
	Miscellaneous securities:							
	P. R.R. Water Supply Trust ctfs	4	.....	5,000,000	.....	.....	5,000,000	240,000
	Totals	....	.....	$337,934,872	.....	.....	$311,817,127	$13,444,945
2	**New York Central & Hudson River:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Lake Shore & Michigan Southern Ry. Co	....	.....	$45,289,200	1898	$90,578,400	$90,578,400	$8,152,056
	Michigan Central R.R. Co	....	.....	16,819,300	Various	19,342,570	19,342,570	1,009,158
	Securities of system corporations, unpledged:							
	Stocks:							
	Beech Creek R.R. Co	4	.....	1,250	Various	.....	1,125	50
	Beech Creek Extension R.R. Co	....	.....	5,179,000	Apr 30, 1905	303,000	303,000	.....
	Boston Terminal Co	....	.....	100,000	Nov 10, 1900	100,000	100,000	.....
	Buffalo Erie Basin R.R. Co	....	.....	20,000	Jan 31, 1903	13,503	100	.....
	Carthage & Adirondack Ry. Co	....	.....	500,000	Sep 30, 1893	.....	100	.....
	Cherry Tree & Dixonville R.R. Co	4	.....	250,000	Various	250,000	250,000	10,000
	Carthage, Watertown & Sackets Harbor R.R. Co	....	.....	484,100	Various	484,100	484,100	72,615
	Chester & Becket R.R. Co	....	.....	28,800	Nov 10, 1900	500	500	.....
	Geneva, Corning & Southern R.R. Co	3½	.....	1,820,800	Apr 30, 1909	Exchange	802,975	63,728
	Geneva, Corning & Southern R.R. Co	4	.....	5,000,000	Jan 31, 1910	Exchange	5,000,000	100,000
	Gouverneur & Oswegatchie R.R. Co	....	.....	350,000	Jun 25, 1892	Repayment	10	.....
	Hudson River Bridge Co	....	.....	375,000	Various	.....	375,000	.....
	Mohawk & Malone R.R. Co	4	.....	5,000,000	Various	500,000	500,100	200,000
	New Jersey Jct. R.R. Co	....	.....	100,000	Mar 11, 1891	100,000	100,000	.....
	New York & Putnam R.R. Co	....	.....	6,500,000	Jun 30, 1894	.....	100	.....
	New York Central Niagara River R.R. Co	....	.....	28,100	Mar 31, 1903	28,100	28,100	.....
	Niagara Falls Branch R.R. Co	7	.....	7,000	Jun 30, 1891	11,510	11,510	490
	Pittsfield & North Adams R.R. Co	5	.....	72,200	Nov 10, 1900	72,200	72,200	3,610
	Spuyten Duyvil & Pt. Morris R.R. Co	8	.....	989,000	Feb 10, 1909	2,260,000	2,260,000	79,120
	Terminal Ry. of Buffalo	....	.....	500,000	Jun 26, 1899	10	10	.....
	Tivoli Hollow R.R. Co	....	.....	32,500	Nov 30, 1894	12,464	12,464	.....
	Tonawanda Island Bridge Co	....	.....	50,000	Feb 28, 1890	32,359	100	.....
	West Shore Railroad Co	....	.....	10,000,000	Dec 31, 1885	.....	1,000	.....
	Dunkirk, Allegheny Valley & Pittsb. R.R. Co	½ of 1½	.....	1,179,275	Various	195,434	195,434	9,750
	St. Lawrence & Adirondack Ry. Co	....	.....	1,615,000	Jan 1, 1905	1,213,662	1,213,662	.....
	New York & Ottawa Ry. Co	....	.....	1,250,000	Dec 31, 1905	.....	1,000	.....
	Buffalo Crosstown R.R. Co	....	.....	80,000	Jun 28, 1875	12,685	12,685	.....
	Chestnut Creek R.R. Co	....	.....	20,000	Jun 30, 1899	6,000	6,000	.....
	Dunkirk, Warren & Pittsburgh R.R. Co	....	.....	180	Various	21	21	.....
	Genesee Falls R.R. Co	....	.....	25,000	Dec 31 1906	35,717	35,717	.....
	New York & Fort Lee R.R. Co	....	.....	1,000,000	Feb 29, 1904	.....	100	.....
	New York State Realty & Terminal Co	....	.....	100,000	Jun 21, 1904	100,000	100,000	.....
	Penna. & Western R.R. Co	....	.....	100,000	Jun 30, 1899	10,984	10,984	.....
	Bonds:							
	Beech Creek R.R. Co	5	1936	500,000	Jun 30, 1903	500,000	500,000	25,000
	Beech Creek Extension R.R. Co	4	1955	3,964,000	Nov 30, 1906	3,963,000	3,963,000	158,560
	Cherry Tree & Dixonville R.R. Co	4	1910	534,332	Various	534,332	534,332	21,312
	Chester & Becket R.R. Co	....	1917	50,000	Dec 31, 1900	500	500	.....
	Dunkirk, Warren & Pittsb. R.R. Co	7	1900	1,600,000	Various	1,570,250	1,570,250	112,000
	New York & Ottawa Ry Co	4	1955	1,456,000	Various	1,456,000	1,456,000	58,240
	Terminal Ry. of Buffalo	4	1946	500,000	Jun 30, 1909	462,245	462,245	20,000
	Warren & Venango R.R. Co	7	1900	1,300,000	Oct 16, 1873	1,285,000	1,285,000	91,000
	Permanent investments in physical property:							
	Cherry Tree & Dixonville R.R. Co	....	.....	.....	.....	902	902	.....
	Hudson River Bridge Co	....	.....	.....	.....	2,256,363	2,256,363	.....
	Toronto, Hamilton & Buffalo Ry	....	.....	.....	.....	30,234	30,234	.....
	Merchants Loft Building	....	.....	.....	.....	39,141	39,141	.....
	Demonstration farms	....	.....	.....	.....	16,922	16,922	.....
	Other permanent investments in securities, pledged:							
	Miscellaneous securities:							
	Spuyten Duyvil & Port Morris R.R. Co., mtge	....	.....	2,500 000	.....	.....	2,500 000	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Little Falls & Dolgeville R.R. Co	....	.....	243,418	Various	189,956	189,956	.....
	Rutland R.R. Co	....	.....	4,704,100	Various	3,998,485	3,998,485	.....
	Troy Union R.R. Co	....	.....	15,000	Dec 5, 1852	15,000	15,000	.....
	Toronto, Hamilton & Buffalo Ry. Co	....	.....	928,500	Jul 1, 1902	.....	1,000	.....
	Western Transit Co	....	.....	1,000,000	Mar 31, 1884	950,000	1,000,000	.....
	Bonds:							
	Syracuse, Geneva & Corning Ry. Co	....	1909	600,000	Mar 1, 1909	600,000	600,000	.....
	Toronto, Hamilton & Buffalo Ry. Co	4	1946	372,000	Oct 20, 1904	325,500	325,500	14,880
	Miscellaneous securities:							
	Membership in exchanges	....	.....	.....	.....	.....	1,750	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
2	**New York Central & Hudson River** (*concluded*):	%						
	Marketable securities:							
	Stocks:							
	Albany Southern R.R. Co	....	.....	$3,600	Oct 31, 1909	.....	$3,600	.....
	American Express Co	12	.....	3,000,000	Nov 27, 1901	$4,573,000	4,573,000	$360,000
	Central Dock & Terminal Co	3½	.....	135,400	Various	10,400	135,400	5,078
	Clearfield Bituminous Coal Corpn	....	.....	825,000	Jun 30, 1899	.....	200	.....
	Fair Land Realty Co	....	.....	2,500	Dec 31, 1909	2,500	2,500	.....
	Gallitzin Coal & Coke Co	....	.....	20,000	Sep 1903	.....	100	.....
	Merchants Desp. Transp. Co	8	.....	2,656,000	Various	2,678,900	2,678,900	212,480
	Mohawk Valley Co	1½	.....	5,114,315	Various	.....	2,843,123	76,715
	Mutual Terminal Co. of Buffalo	....	.....	15,000	Nov 30, 1904	15,000	15,000	.....
	N. Y., N. H. & H. R.R. Co	8	.....	1,124,800	Various	2,183,541	2,183,541	89,984
	New York State Railways	1½	.....	13,604,926	Various	.....	13,604,926	428,992
	Penna. Coal & Coke Co	....	.....	1,000,000	Oct 31, 1908	.....	50,000	.....
	West Branch Coal Co	....	.....	200,000	Various	82,000	82,000	.....
	New York Car & Truck Co	....	.....	270	Jun 30, 1907	256	256	.....
	Pan-American Express Co	....	.....	90,000	Jul 7, 1900	90,000	1	.....
	Albany Agricultural Art Assn	....	.....	5,000	Oct 22, 1873	.....	1	.....
	Railway Educational Assn	....	.....	1,500	Jun 30, 1900	1,500	1	.....
	Bonds:							
	New York Central L. S. Collateral	3½	.....	10,000	Various	10,000	10,000	350
	N. Y., N. H. & H. R.R. Co	3½	1956	206,300	Various	206,300	206,300	7,221
	N. Y., N. H. & H. R.R. Co., conv. deb	6	.....	421,000	Aug 9, 1909	421,000	421,000	24,997
	Clearfield Bituminous Coal Corpn	3½	1951	280,000	Various	280,000	280,000	10,106
	Mutual Terminal Co. of Buffalo	4	.....	574,000	Nov 9, 1904	.....	539,907	22,960
	Penna. Coal & Coke Co	....	.....	500,000	Oct 31, 1908	.....	450,000	.....
	Ogdensburg & L. Champlain R.R. Co	....	.....	175,000	May 31, 1888	.....	1	.....
	Pittsb., Titusville & Buffalo R.R. Co	....	.....	3,916	May 10, 1876	3,916	1	.....
	Miscellaneous securities:							
	Penna. Coal & Coke Co., recvrs. ctfs	6	.....	100,000	Various	10,000	100,000	6,594
	Bonds and mortgages receivable	....	.....	.....	.....	.....	73,954	.....
	Totals	....	.....	$155,201,582	.....	$144,425,362	$170,798,529	$11,447,046
3	**New York, New Haven & Hartford:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Bennington & North Adams St. Ry. Co	....	.....	$650,000	.....	.....	$564,506	.....
	Berkshire R.R. Co	6	.....	856,100	Various	.....	1,526,095	$49,649
	Berkshire Street Ry. Co	....	.....	1,928,800	Jun 30, 1910	$2,891,227	2,891,227	.....
	Boston & Providence R.R. Corpn	10	.....	217,800	Various	.....	665,971	20,413
	Boston Terminal Co	....	.....	200,000	.....	.....	200,000	.....
	Central New England Ry. Co., common	....	.....	4,488,676	Various	.....	702,298	.....
	Central New England Ry. Co., preferred	....	.....	3,471,185	Various	.....	879,769	.....
	Connecticut Co	1½	.....	40,000,000	Feb 28, 1910	39,725,000	40,000,000	600,000
	Harlem River & Port Chester R.R. Co	7	.....	1,000,000	.....	.....	1,000,000	70,000
	Hartford & Conn. Western R.R. Co	2	.....	70,500	.....	.....	34,703	1,410
	Holyoke & Westfield R.R. Co	14	.....	20,000	.....	.....	20,000	2,800
	Milford, Franklin & Providence R.R. Co	....	.....	100,000	.....	.....	49,716	.....
	Milford & Woonsocket R.R. Co	....	.....	148,600	.....	.....	73,253	.....
	Millbrook Co	....	.....	100,000	.....	.....	109,500	.....
	New Haven & Northampton Co	4	.....	2,460,000	.....	.....	984,000	98,400
	New York Connecting R.R. Co	....	.....	1,500,000	.....	.....	1,527,204	.....
	New York, Ontario & Western Ry. Co., pfd	6	.....	2,200	.....	.....	3,212	132
	New York, Ontario & Western Ry. Co., common	....	.....	29,160,000	.....	.....	13,105,185	.....
	New York & Stamford Ry. Co	....	.....	500,000	.....	.....	610,643	.....
	New York, Westchester & Boston Ry. Co	....	.....	4,924,937	.....	.....	5,920,095	.....
	Norwich & Worcester R.R. Co	8	.....	69,200	.....	.....	158,230	4,842
	Old Colony R.R. Co	7	.....	7,749,400	.....	.....	9,299,984	512,880
	Providence, Warren & Bristol R.R. Co	6	.....	500	.....	.....	913	30
	Providence & Worcester R.R. Co	10	.....	311,800	.....	.....	912,426	28,828
	The Rhode Island Co	6	.....	9,685,500	.....	.....	24,220,979	510,624
	Rhode Island & Mass. R.R. Co. (Mass. Div.)	....	.....	100,000	.....	.....	191,700	.....
	Roxbury Central Wharf Co	....	.....	700	.....	.....	7	.....
	South Bay Wharf & Terminal Co	....	.....	900	.....	.....	9	.....
	Bonds:							
	New York, Westchester & Boston Ry. Co., 1st mtge	....	Oct 1, 1954	15,000,000	.....	.....	15,000,000	.....
	New York, Westchester & Boston Ry. Co., 1st mtge. gold	....	Jun 1, 1957	100,000	.....	.....	100,000	.....
	Miscellaneous securities:							
	City and County Contract Co., notes	....	.....	.....	.....	.....	150,000	250
	Harlem River & Port Chester R.R. Co., notes	....	.....	.....	.....	.....	23,555,833	648,939
	New York Connecting R.R. Co., notes	....	.....	.....	.....	.....	491,292	15,874
	New York & Stamford Ry. Co., notes	....	.....	.....	.....	.....	290,030	13,447
	Westchester Street R.R. Co., advances	....	.....	.....	.....	.....	907,840	.....
	Advances to system corporations for construction, equipment, and betterments:							
	New Haven & Northampton Co	....	.....	.....	.....	.....	64,046	.....
	Norwich & Worcester R.R. Co	....	.....	.....	.....	.....	495,938	.....
	Providence, Warren & Bristol R.R. Co	....	.....	.....	.....	.....	601,688	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Boston R.R. Holding Co	4	.....	3,106,500	Various	3,106,500	3,106,500	124,260
	Bristol & Plainville Tramway Co	7	.....	81,900	.....	.....	127,428	5,733
	Birmingham Water Power Co	....	.....	54,000	May 21, 1910	54,000	54,000	.....
	Narragansett Pier R.R. Co	4	.....	18,700	.....	.....	18,700	748
	New England Navigation Co	3½	.....	53,000,000	Various	.....	54,510,969	1,365,000
	Trustees of Park Sq. Real Estate Trust	....	.....	5,200,000	Oct 23, 1909	5,071,332	5,071,332	.....
	United States Transportation Co	....	.....	.....	.....	.....	89,950	.....
	Wood River Branch R.R. Co	....	.....	33,600	.....	.....	21,477	.....
	Miscellaneous securities:							
	Trustees of Park Sq. Real Estate Trust, notes	....	.....	500,000	.....	.....	500,000	16,583
	Wood River Branch R.R. Co., notes	....	.....	4,500	.....	.....	4,500	240

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
3	**New York, New Haven & Hartford** (*concluded*):	%						
	Marketable securities:							
	Stocks:							
	Iron Works Aqueduct & Water Co	5½	.....	$100	.....	.....	$100	$5
	Pennsylvania R.R. Co	6	.....	48,204	.....	.....	48,204	2,603
	Quincy Quarries Co	3	.....	1,900	.....	.....	2,110	57
	Wirt Mfg. Co	....	.....	970	.....	.....	966	.....
	Albany & Hudson R.R. Co	....	.....	2,786	.....	.....	2,786	.....
	Post Publishing Co	6	.....	1,000	.....	.....	1,000	60
	Waterbury Hotel Corpn	....	.....	1,500	.....	.....	1,500	.....
	Waterbury Republican	....	.....	1,000	.....	.....	1,000	.....
	Bonds:							
	Boston R.R. Holding Co., deb	4	Nov 1, 1959	6,269,000	Apr 30, 1910	$6,269,000	.....	.....
	Boston R.R. Holding Co., deb	....	.....	20,012,000	.....	.....	20,012,000	105,927
	Central New England Ry. Co., income	5	Feb 1, 1949	7,037,442	.....	.....	5,303,946	352,747
	Central New England Ry. Co., 1st mtge	5	Feb 1, 1919	192,000	.....	.....	201,593	9,525
	Central New England Ry. Co. (P. & E. Ry.), 1st mtge	5	Nov 1, 1934	500,000	.....	.....	500,000	25,000
	Central New England Ry. Co. (N. D. & C.), income	6	Dec 1, 1977	1,164,500	.....	.....	405,993	69,870
	Milford, Franklin & Prov. R.R. Co., 1st mtge. gold	4	Jan 1, 1959	10,000	.....	.....	10,000	400
	Milford & Woonsocket R.R. Co., 1st mtge. gold	4	Dec 1, 1958	60,000	.....	.....	60,000	2,400
	New York & Stamford Ry., 1st and refdg. mtge. gold	4	Nov 1, 1958	27,000	.....	.....	30,958	1,800
	Miscellaneous securities:							
	Bennington & North Adams St. Ry. Co., notes	....	.....	.....	.....	.....	351,498	.....
	Central New England Railway Co., notes	....	.....	.....	.....	.....	2,592,389	101,871
	New York Lock Co., bond	....	.....	.....	.....	.....	1	.....
	Providence, Warren & Bristol R.R. Co., note	....	.....	.....	.....	.....	38,618	1,545
	United Button Co., bonds	....	.....	.....	.....	.....	540	.....
	Village Water Co., assessment	....	.....	.....	.....	.....	4	.....
	Vanity Fair Amusement Co., bond	....	.....	.....	.....	.....	1	.....
	Totals	....	.....	$222,145,400	.....	$57,117,059	$240,378,355	$4,754,892
4	**Lake Shore & Michigan Southern:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Jamestown, Franklin & Clearfield R.R. Co	[6]5	.....	$2,994,550	Mar 1909	$1,610,709	$1,610,709	$149,727
	Mahoning Coal R.R. Co., common	12	.....	865,900	1884–1889	169,085	169,085	536,858
	Mahoning Coal R.R. Co., preferred	5	.....	399,500	1884–1889	399,500	399,500	19,975
	Battle Creek & Sturgis Ry. Co., common	....	.....	82,500	Feb 1890	1	1	.....
	Detroit & Chicago R.R. Co	....	.....	1,000,000	Oct 1879	788,073	788,073	.....
	Detroit, Monroe & Toledo R.R. Co	....	.....	414,100	1861	1,796,002	1,796,002	.....
	Detroit, Toledo & Milwaukee R.R. Co	....	.....	750,000	Feb 1902	160,000	160,000	.....
	Elkhart & Western R.R. Co	....	.....	229,000	Jun 1896	25,000	25,000	.....
	Kalamazoo & White Pigeon R.R. Co	....	.....	230,000	Dec 1896	610,000	610,000	.....
	Northern Central Michigan R.R. Co	....	.....	598,000	Nov 1871	1,357,000	1,357,000	.....
	Sturgis, Goshen & St. Louis R.R. Co	....	.....	300,000	Aug 1891	20,851	20,851	.....
	Swan Creek Railway Co	....	.....	40,000	Oct 1889	40,000	40,000	.....
	Permanent investments in physical property:							
	Storage and Warehouse bldg., Chicago, Ill	....	.....	.....	.....	100,000	100,000	.....
	Land in Westchester Co., N. Y	....	.....	.....	.....	8,000	8,000	.....
	Land in Ashtabula Co., Ohio	....	.....	.....	.....	40,000	40,000	.....
	Land in Cook Co., Ill	....	.....	.....	.....	23,498	23,498	.....
	Ban Beese, Lake Park, Mich	....	.....	.....	.....	20,990	20,990	.....
	Marketable securities:							
	Stocks:							
	Reading Co., 1st pfd	4	.....	6,065,000	Jan 1903	5,395,329	5,395,329	242,600
	Reading Co., 2nd pfd	4	.....	14,265,000	Feb 1904	10,963,544	10,963,544	570,600
	Reading Co., common	4	.....	10,002,500	Feb 1904	5,565,310	5,565,310	500,125
	Jefferson Coal Co., common	4	.....	510,000	Oct 1908	153,958	153,958	20,400
	Westinghouse Elect. & Mfg. Co., common	....	.....	300	Jan 1909	300	300	.....
	Mahoning State Line R.R. Co., common	....	.....	650	1896–1910	650	650	.....
	Toledo & Ohio Central R.R. Co., common	....	.....	5,846,300	Mar 1909	6,950,675	6,950,675	.....
	Toledo & Ohio Central R.R. Co., pfd	....	.....	3,701,400	Mar 1909			
	Kanawaha & Michigan R.R. Co., common	....	.....	4,027,100	Various	2,899,512	2,899,512	.....
	Chicago, Indiana & Southern R.R. Co., common	....	.....	12,000,000	Apr 1906	12,000,000	4,859,807	.....
	Chicago, Indiana & Southern R.R. Co., pfd	....	.....	5,000,000	Apr 1906	5,000,000		
	Chicago, Kalamazoo & Saginaw Ry. Co., common	....	.....	180,000	Mar 1907	1,800	1,800	.....
	Cleve., Cin., Chicago & St. Louis Ry. Co., common	4	.....	30,207,700	1900–1907	25,386,682	25,386,682	1,208,308
	Cleveland Short Line Ry. Co., common	....	.....	3,750,000	1906–1908	2,250,000	2,250,000	.....
	Detroit Terminal R.R. Co., common	....	.....	93,300	1906	93,300	93,300	.....
	Indiana Harbor Belt R.R. Co., common	....	.....	1,225,000	1907	1,125,001	2	.....
	Lake Erie & Pittsburgh Ry. Co., common	....	.....	5,000	Apr 1905	5,000	5,000	.....
	Lake Erie & Western R.R. Co., pfd	....	.....	5,930,000	1900–1901	4,540,133	4,540,133	.....
	Lake Erie & Western R.R. Co., common	....	.....	5,940,000	1900–1901	1,306,883	1,306,883	.....
	New York, Chicago & St. Louis R.R. Co., common	3	.....	6,240,000	Oct 1887			187,200
	New York, Chicago & St. Louis R.R. Co., 1st pfd	5	.....	2,563,000	Oct 1887	8,447,747	8,447,747	125,150
	New York, Chicago & St. Louis R.R. Co., 2nd pfd	5	.....	6,275,000	Oct 1887			313,750
	Pittsburgh & Lake Erie R.R. Co., common	[1]10	.....	10,500,200	1878–1910	11,175,846	11,175,846	3,750,075
	Terminal Ry. of Buffalo, Common	....	.....	500,000	Jul 1896	200,000	200,000	.....
	Toledo Terminal R.R. Co., Common	....	.....	480,000	Dec 1908	.....	.....	.....
	Fairport & Phalanx R.R. Co., common	....	.....	1,000	Jan 1903	1	1	.....
	Lansing Transit Ry. Co., common	....	.....	1,000	Jul 1889	1	1	.....
	Merchants Desp. Transp. Co., common	8	.....	2,333,500	1871–1907	2,354,740	2,354,740	186,680
	Taylor St. Warehouse Co., common	....	.....	10,000	Dec 1905	1	1	.....
	Lake Erie, Alliance & Wheeling R.R. Co., common	....	.....	3,000,000	1903–1905	4,061,797	4,061,797	.....
	Bonds:							
	Terminal Ry. of Buffalo, 1st mtge	4	Apr 1906	500,000	1897–1899	262,255	262,255	20,000
	Elkhart & Western R.R. Co., 1st mtge	6	Jun 1913	200,000	Jun 1898	200,000	200,000	.....
	Chicago, Kalamazoo & Saginaw Ry. Co., 1st mtge	4	Jul 1959	507,000	Jul 1909	363,000	363,000	10,140
	Totals	....	.....	$149,767,400	.....	$117,872,174	$104,606,982	$7,841,588

[1] In addition, an "extra" dividend of 40 per cent was received.
[6] In addition, an "extra" dividend of 50 per cent was received.

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
5	**Erie:**	%						
	Securities of system corporations, pledged:							
	Stocks:							
	Jefferson R.R. Co	....	.....	$2,095,450	Dec 1, 1895	.....	$2,095,450	.....
	Buffalo, Bradford & Pittsburgh R.R. Co	....	.....	2,204,900	Dec 1, 1895	.....	2,204,900	.....
	Bergen County R.R. Co	....	.....	200,000	Dec 1, 1895	.....	200,000	.....
	Middletown & Crawford R.R. Co	6	.....	120,650	Dec 1, 1895	.....	120,650	$7,239
	Newark & Hudson R.R. Co	....	.....	250,000	Dec 1, 1895	.....	250,000	.....
	Paterson, Newark & New York R.R. Co	....	.....	250,000	Dec 1, 1895	.....	250,000	.....
	Bergen & Dundee R.R. Co	....	.....	40,000	Dec 1, 1895	.....	40,000	.....
	Long Dock Co	....	.....	800,000	Dec 1, 1895	.....	800,000	.....
	New York, L. E. & Western Docks & Improve. Co	....	.....	604,000	Dec 1, 1895	.....	604,000	.....
	Pavonia Ferry Co	....	.....	100,000	Dec 1, 1895	.....	100,000	.....
	Tioga R.R. Co., pfd	....	.....	189,700	Dec 1, 1895	.....	189,700	.....
	Tioga R.R. Co., common	....	.....	390,900	Dec 1, 1895	.....	390,900	.....
	Elmira State Line R.R. Co	7	.....	69,200	Dec 1, 1895	.....	69,200	4,844
	Arnot & Pine Creek R.R. Co	....	.....	255,000	Dec 1, 1895	.....	255,000	.....
	Conesus Lake Ry. Co	....	.....	18,750	Dec 1, 1895	.....	18,750	.....
	Nypano R.R. Co	....	.....	19,999,100	Dec 1, 1895	.....	19,999,100	.....
	Penhorn Creek R.R.	....	.....	6,000	Jul 1900	.....	6,000	.....
	Erie & Wyoming Valley R.R. Co	....	.....	1,500,000	Dec 1, 1895	.....	1,500,000	.....
	Delaware Valley & Kingston R.R. Co	....	.....	250,000	Dec 1, 1895	.....	250,000	.....
	Bonds:							
	Nypano R.R. Co	....	Jan 1, 1996	20,000,000	Jan 1, 1896	.....	20,000,000	.....
	Buffalo, Bradford & Pittsburgh R.R. Co	....	Jan 1, 1896	580,000	Dec 1, 1895	.....	580,000	.....
	Middletown & Crawford R.R. Co	4½	Apr 1, 1921	57,200	Dec 1, 1895	.....	57,200	2,574
	Newark & Hudson River R.R. Co	....	Sep 1, 1901	250,000	Dec 1, 1895	.....	250,000	.....
	Paterson, Newark & New York R.R. Co	....	Jan 1, 1898	499,000	Dec 1, 1895	.....	499,000	.....
	New York, L. Erie & Western Coal & R.R. Co	....	May 1, 1922	1,900,000	Dec 1, 1895	.....	1,900,000	.....
	Suspension Bridge & Erie Jct. R.R. Co	....	Jun 1, 1900	1,000,000	Dec 1, 1895	.....	1,000,000	.....
	New York, L. E. & Western Docks & Improve. Co	....	Jul 1, 1913	604,000	Dec 1, 1895	.....	604,000	.....
	Tioga R.R. Co., Third Rail	....	May 1, 1896	125,000	Dec 1, 1895	.....	125,000	.....
	Lockport & Buffalo Ry. Co	....	Oct 1, 1897	140,000	Dec 1, 1895	.....	140,000	.....
	Tioga R.R. Co., extension	....	Oct 1, 1905	265,000	Dec 1, 1895	.....	265,000	.....
	Elmira State Line R.R. Co	....	Oct 1, 1905	160,000	Dec 1, 1895	.....	160,000	.....
	Chicago & Western Indiana R.R. Co., 50-yr. cons	....	.....	.....	.....	.....	80,000	.....
	Securities of system corporations, unpledged:							
	Stocks:							
	N. Y., L. E. & Western Coal & R.R. Co	....	.....	80,600	Dec 1, 1895	.....	4,030	.....
	Youngstown & Austintown R.R.Co	....	.....	10,500	Jan 1897	.....	1	.....
	Jefferson R.R. Co	....	.....	200	.....	.....	200	.....
	Arlington R.R. Co	....	.....	4,000	Jun 1892	.....	1	.....
	Avon, Geneseo & Mt. Morris R.R.	3½	.....	31,900	Dec 1, 1895	.....	31,900	1,117
	Brockport & Shawmut R.R. Co	....	.....	22,500	Jun 1897	.....	1	.....
	Dock Connecting Ry. Co	....	.....	9,000	Jun 1897	.....	1	.....
	Erie & Black Rock R.R. Co	....	.....	9,600	Jun 1897	.....	1	.....
	Moosic Mt. & Carbondale R.R. Co	....	.....	150,000	Jun 1897	.....	1	.....
	Niagara River & Erie R.R. Co	....	.....	12,600	Jun 1897	.....	1	.....
	Nyack & Northern R.R. Co	....	.....	25,200	Jun 1897	.....	79	.....
	Nypano R.R. Co	....	.....	900	Dec 1, 1895	.....	900	.....
	New York & Greenwood Lake Ry	....	.....	89,400	Dec 1, 1895	.....	7,070	.....
	Erie Land & Improvement Co	....	.....	5,000	Jul 1, 1900	$5,000	1	.....
	Erie Land & Improvement Co. of Pa	....	.....	5,000	Jul 1, 1900	.....	1,185	.....
	Northern R.R. Co. of New Jersey	5	.....	800	Jul 1897	.....	640	32
	Sharon Ry	6	.....	450	Jan 1, 1896	.....	450	27
	Interstate Elevator Co	....	.....	5,000	May 1903	.....	1	.....
	Rochester & Genesee Valley R.R. Co	6	.....	149,400	Dec 1, 1895	.....	149,400	8,964
	Caldwell R.R. Co	....	.....	500	Jun 1902	.....	25	.....
	Eriton R.R. Co	....	.....	2,000	Dec 1906	2,000	2,000	.....
	Erie Terminals R.R. Co	....	.....	60,000	Jun 1907	60,000	60,000	.....
	Genesee River R.R. Co	....	.....	35,000	Jun 1906	35,000	35,000	.....
	Columbus & Erie R.R. Co	....	.....	2,600	Jun 1906	2,600	2,600	.....
	Goshen R.R. Co	....	.....	52,000	Nov 1897	.....	1	.....
	Bonds:							
	New York & Greenwood Lake Ry. Co	5	May 1, 1946	94,260	May 1896	.....	88,765	160
	Northern R.R. Co. of N. J	....	.....	639	Apr 1886	.....	639	.....
	N. Y. & Erie R.R. Co	....	Sep 1, 1909	25,000	.....	.....	25	.....
	Avon, Geneseo & Mt. Morris R.R.	....	.....	20,000	Dec 1, 1895	.....	1	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Eriton R.R. Co	....	.....	.....	.....	.....	39,917	.....
	Penhorn Creek R.R.	....	.....	.....	.....	.....	3,358,634	.....
	Columbus & Erie R.R. Co	....	.....	.....	.....	.....	698,463	.....
	Permanent investments in physical property:							
	Pennsylvania Coal Co	....	.....	.....	Various	1,340,871	1,340,871	.....
	Northwestern Mining & Exchange Co	....	.....	.....	Various	294,869	294,869	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Buffalo Creek R.R. Co	7	.....	125,000	Dec 1, 1895	.....	125,000	8,750
	Hocking Valley R.R. Co	4	.....	1,154,000	Jul 1907	.....	.....	23,080
	Temple Iron Co	6	.....	145,700	Jul 1907	145,700	145,700	8,742
	Lehigh & Hudson River Ry. Co	....	.....	134,000	Nov 1904	123,956	101,840	.....
	New York, Susquehanna & Western R.R. Co., common	....	.....	6,630,000	Jul 1900	.....	6,630,000	.....
	New York, Susquehanna & Western R.R. Co., pfd	....	.....	6,630,000	Jul 1900	.....	6,630,000	.....
	Hillside Coal & Iron Co	....	.....	1,000,000	Dec 1, 1895	.....	1,000,000	.....
	Northwestern Mining & Exchange Co	....	.....	500,000	Dec 1, 1895	.....	500,000	.....
	Blossburg Coal Co	....	.....	1,000,000	Dec 1, 1895	.....	1,000,000	.....
	Pennsylvania Coal Co	....	.....	5,000,000	Mar 1901	.....	5,000,000	1,958,497
	Chicago & Erie R.R. Co	....	.....	100,000	.....	.....	100,000	.....
	Bonds:							
	Chicago & Erie R.R. Co	....	.....	9,902,000	.....	.....	9,902,000	.....
	Mutual Terminal Co., cons. mtge	4	.....	574,000	.....	.....	.....	2,870

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

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The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
5	**Erie** (*concluded*):	%						
	Other permanent investments in securities, unpledged:							
	Stocks:							
	New York, Susquehanna & Western R.R. Co., common and scrip.	....	.....	$6,022,841	Jul 1900	.....	$12,083,119	.....
	New York, Susquehanna & Western R.R. Co., pfd. and scrip	....	.....	6,306,972	Jul 1900	.....		
	Midland Ry. Co., scrip	....	.....	5,031	Jul 1900	.....		
	Lake Carriers Association	....	.....	154	Jun 1903	.....	1	.....
	Weehawken Stock Yard Co	....	.....	7,900	Jul 1898	.....	7,900	.....
	Dansville & Mt. Morris R.R. Co., recvrs. ctfs.	....	.....	1,506	Jul 1900	.....	151	.....
	New Jersey & New York R.R. Co., common	....	.....	1,060,500	Dec 1, 1895	.....	30,618	.....
	New Jersey & New York R.R. Co., preferred	....	.....	778,200	Dec 1, 1895	.....	369,120	.....
	New York Produce Exchange	....	.....	20	Jun 1897	.....	20	.....
	Pittsburgh & Lake Erie Mahoning State Line R.R. Co	....	.....	2,666	Jan 1897	.....	2,666	.....
	Pan-American Exposition	....	.....	30,000	Jun 1897	.....	1	.....
	Akron & Barberton Belt R.R.	....	.....	25,000	May 1902	.....	28,375	.....
	New York Law Institute	....	.....	150	Feb 1903	.....	150	.....
	Toronto Board of Trade	....	.....	100	Mar 1903	.....	1	.....
	Queen City Club	....	.....	250	Jul 1904	.....	90	.....
	Cleveland Chamber of Commerce	....	.....	100	Oct 1905	.....	100	.....
	Mutual Terminal Co. of Buffalo	....	.....	15,000	Apr 1903	.....	26,827	.....
	Addison & Pennsylvania R.R. Co., pfd	....	.....	28,400	Jun 1897	.....	1	.....
	Franklin Steel Co	....	.....	15,000	.....	.....	15,000	.....
	Mutual Terminal Co	....	.....	120,000	Various	.....	120,000	.....
	Bonds:							
	Bath & Hammondsport R.R. Co., 2d mtge	5	Apr 1, 1923	200,000	Jul 1905	.....	100,000	$15,000
	Elmira, Corning & Waverly Ry. Co	....	Jul 1, 1957	100,000	Jun 1907	.....	100,000	.....
	H. O. Co	6	Mar 1930	1,000	Apr 1, 1910	.....	1,000	15
	Lake Keuka Navigation Co	....	Apr 1, 1923	150,000	Jul 1905	.....	6,000	.....
	Pittsburgh, Chartiers & Youghiogheny	....	.....	12,074	Various	.....	12,074	.....
	Marketable securities:							
	Stocks:							
	Lehigh & Hudson River Ry. Co	....	.....	22,116	Nov 1904	$22,116	22,116	.....
	Miscellaneous securities:							
	Milliken Bros., note	5	Oct 20, 1919	911	Oct 1909	911	911	.....
	T. W. Barthman, jr., note	5	Jun 24, 1914	15,000	Jun 1909	15,000	15,000	750
	Harriet C. Wilson, note	6	Apr 1, 1915	2,000	Apr 1, 1910	2,000	2,000	120
	Metropolitan Steamship Co	....	Nov 15, 1919	72	Nov 15, 1909	72	72	.....
	Totals	....	.....	$103,645,562	.....	$2,050,095	$104,219,376	$2,042,781
6	**Boston & Maine:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Fitchburg R.R. Co., common	....	.....	$5,551,400	1900–1910	$5,488,395	$5,488,395	.....
	Maine Central R.R. Co	8	.....	2,516,000	1890–1893	2,516,000	2,516,000	$201,280
	York Harbor & Beach R.R. Co	4	.....	255,500	1887–1908	251,025	251,025	5,110
	Portland Union Ry. Sta. Co	....	.....	25,000	1887	25,000	25,000	.....
	Portsmouth Bridge Co	....	.....	40,000	1899–1900	4,000	4,000	.....
	Proprietors Wells River Bridge Co	....	.....	1,100	1900–1903	1,090	1,090	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Worcester, Nashua & Rochester R.R. Co	....	.....	.....	.....	.....	744,038	.....
	Connecticut & Passumpsic Rivers R.R. Co	....	.....	.....	.....	.....	367,933	.....
	Nashua & Lowell R.R. Corpn	....	.....	.....	.....	.....	56,651	.....
	Northern R.R. Co	....	.....	.....	.....	.....	254,446	.....
	Stony Brook R.R. Corpn	....	.....	.....	.....	.....	38,450	.....
	Lowell & Andover R.R. Co	....	.....	.....	.....	.....	167,475	.....
	Manchester & Lawrence R.R. Co	....	.....	.....	.....	.....	136,632	.....
	Franklin & Tilton R.R. Co	....	.....	.....	.....	.....	1,324	.....
	Boston & Lowell R.R. Corpn	....	.....	.....	.....	.....	60,294	.....
	Permanent investments in physical property:							
	Nashua, N. H., real estate	....	.....	.....	Various	231,578	231,578	.....
	Fabyan, N. H., real estate	....	.....	.....	1890	1,632	1,632	.....
	Manchester, N. H., real estate	....	.....	.....	1904	481	481	.....
	Waltham, Mass., real estate	....	.....	.....	1897	502	502	.....
	Arlington, Mass., real estate	....	.....	.....	1898	2,500	2,500	.....
	Lowell, Mass., real estate	....	.....	.....	1891	4,614	4,614	.....
	Chelmsford, Mass., real estate	....	.....	.....	1891	1,500	1,500	.....
	Lynn, Mass., real estate	....	.....	.....	1910	38,400	38,400	.....
	Harrisville, N. H., real estate	....	.....	.....	1897	150	150	.....
	Wakefield, Mass., real estate	....	.....	.....	1910	3,300	3,300	.....
	Marlboro, N. H., real estate	....	.....	.....	1896	65	65	.....
	Ayre, Mass., real estate	....	.....	.....	1903	31	31	.....
	Worcester, Mass., real estate	....	.....	.....	1909	5,800	5,800	.....
	Track material loaned	....	.....	.....	.....	.....	128,169	.....
	Marketable securities:							
	Stocks:							
	Worcester, Nashua & Rochester R.R. Co	5¾	.....	1,733,100	1910	2,776,142	2,776,142	51,993
	St. Johnsbury & Lake Champlain R.R. Co	....	.....	40,500	Various	4,304	4,304	.....
	Montreal & Atlantic Ry. Co	....	.....	37,300	1900	3,000	3,000	.....
	Concord & Claremont N. H. R.R. Co	....	.....	11,700	Various	4,890	4,890	.....
	Bonds:							
	St. Johnsbury & L. Champlain R.R. Co	5	Mar 1, 1944	432,000	Various	432,000	432,000	.....
	Woodville Aqueduct Co	4	.....	5,450	1899	5,619	5,619	218
	Montreal & Atlantic Ry. Co	5	Apr 1, 1925	108,000	1904	108,000	108,000	.....
	Totals	....	.....	$10,757,050	.....	$11,910,018	$13,765,430	$258,601
7	**Lehigh Valley:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Easton & Northern R.R Co	....	.....	$565,000	Various	.....	$565,000	.....
	Lehigh & New York R.R. Co., pfd	....	.....	2,248,734	Various	.....	195,798	.....
	Lehigh Valley R.R. Co. of N. J	....	.....	12,506,000	Various	.....	10,219,048	.....
	Lehigh Valley Ry. Co	....	.....	11,745,000	Various	.....	11,745,000	.....
	Loyalsock R.R. Co	....	.....	825,000	Various	.....	825,000	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
7	**Lehigh Valley** (*concluded*):	%						
	Securities of system corporations, pledged (*concluded*):							
	Stocks (*concluded*):							
	Penna. & New York Canal & R.R. Co	....	.....	$1,511,550	Various	.....	$1,511,550	.....
	Schuylkill & Lehigh Valley R.R. Co	....	.....	2,000,000	Various	.....	390,727	.....
	Dela., Susq. & Schuylkill R.R. Co	....	.....	1,500,000	Jun 1906	.....	1,500,000	.....
	Bonds:							
	Lehigh Valley R.R. Co. of N. J	....	Jul 1, 1960	1,200,500	Jun 30, 1910	.....	1,200,500	.....
	Lehigh Valley Ry. Co	....	Jul 1, 1960	825,000	Jun 30, 1910	.....	825,000	.....
	Loyalsock R.R. Co	....	Jul 1, 1960	7,500	Jun 30, 1910	.....	7,500	.....
	Penna. & New York Canal & R.R. Co	....	Jul 1, 1960	325,500	Jun 30, 1910	.....	325,500	.....
	Securities of system corporations, unpledged:							
	Stocks:							
	Bay Shore Connecting R.R. Co	....	.....	17,389	Various	$17,389	17,389	.....
	Elmira Transfer Ry. Co	....	.....	10,000	Feb 1, 1896	.....	1	.....
	Jersey City Belt Line Ry. Co	....	.....	56,800	Various	.....	56,800	.....
	Montrose R.R. Co	....	.....	100,000	Various	.....	62,507	.....
	Newark Bay Ry. Co	....	.....	13,000	Apr 1897	.....	13,000	.....
	Penn Haven Jct. & Glen Onoko R.R. Co	....	.....	6,000	Apr 1902	.....	6,000	.....
	Easton & Northern R.R. Co	....	Nov 1, 1935	249,000	Jun 1905	.....	249,000	.....
	Greenville & Hudson Ry. Co	....	Apr 1997	350,000	Apr 1897	.....	350,000	.....
	Irvington R.R. Co	....	Feb 1, 1956	125,000	Jun 1906	.....	125,000	.....
	Middlesex Valley R.R. Co	....	Nov 1, 1942	389,000	Various	.....	155,801	.....
	Montrose R.R. Co	....	Jul 1, 1960	3,500	Jun 30, 1910	.....	3,500	.....
	Montrose R.R. Co	....	Feb 1, 1957	100,000	Various	.....	100,000	.....
	Rochester Southern R.R. Co	....	Oct 1, 1945	425,000	Various	.....	393,125	.....
	Schuylkill & Lehigh Valley R.R. Co	....	Mar 1, 1943	2,000,000	Nov 1880	.....	2,000,000	.....
	Seneca County Ry. Co	....	Feb 1, 1983	500,000	Apr 1905	.....	500,000	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Bay Shore Connecting R.R. Co	....	.....	.....	.....	.....	951	.....
	Dela., Susq. & Schuylkill R.R. Co	....	.....	.....	.....	.....	9,365	.....
	Easton & Northern R.R. Co	....	.....	.....	.....	.....	[2] *449*	.....
	Jersey City Belt Line Ry. Co	....	.....	.....	.....	.....	84	.....
	Lehigh Valley R.R. Co. of N. J	....	.....	.....	.....	.....	14,071	.....
	Lehigh Valley Ry. Co	....	.....	.....	.....	.....	2,962	.....
	Loyalsock R.R. Co	....	.....	.....	.....	.....	12,839	.....
	Montrose R.R. Co	....	.....	.....	.....	.....	130	.....
	Newark Bay Ry. Co	....	.....	.....	.....	.....	181	.....
	Penna. & New York Canal & R.R. Co	....	.....	.....	.....	.....	10,544	.....
	Schuylkill & Lehigh Valley R.R. Co	....	.....	.....	.....	.....	47	.....
	Permanent investments in physical property:							
	Real estate (major portion without State of New York)	....	.....	.....	.....	.....	2,273,497	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Lehigh Valley Coal Co	....	.....	1,965,000	Various	.....	1,422,005	.....
	Lehigh Valley Transp. Co	....	.....	1,510,000	Various	.....	1,510,000	.....
	New York & Middle Coal Field R.R. & Coal Co	4	.....	1,216,325	Various	634,585	546,851	$48,653
	National Storage Co	....	.....	2,400,000	Dec 1899	.....	4,073,000	51,365
	Coke Bros. & Co., inc	....	.....	2,910,150	Jun 1906	.....	14,440,000	339,624
	Bonds:							
	Lehigh Valley Coal Co	....	.....	10,537,000	Jun 30, 1905	.....	10,537,000	.....
	Lehigh Valley Transp. Co	....	Jul 1, 1960	422,000	Jun 30, 1910	.....	422,000	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Buffalo Creek R.R. Co	10½	.....	125,000	Dec 1888	.....	125,000	13,125
	Consolidated Real Estate Co	....	.....	5,000	Sep 1898	.....	5,000	.....
	Fair Land Realty Co	....	.....	2,500	Dec 1909	.....	2,500	.....
	Highland Coal Co	16	.....	120,000	Dec 1876	117,000	117,000	19,200
	Lehigh & Hudson River Ry. Co	....	.....	163,100	Nov 1904	123,956	123,956	.....
	Morris Canal & Banking Co., pfd	....	.....	271,400	Various	444,533	444,533	.....
	Morris Canal & Banking Co., cons	....	.....	318,300	Various	181,075	181,075	.....
	Morris Canal & Banking Co., scrip	....	.....	47,000	Various	.....	47,000	.....
	Mutual Terminal Co. of Buffalo	....	.....	15,000	Sep 1903	25,000	15,000	.....
	Packer Coal Co	....	.....	3,800	Various	.....	3,800	3,040
	Phila. Grain Elevator Co	....	.....	205,000	Oct 22, 1909	.....	2	.....
	Phila. Belt Line Ry. Co	....	.....	.....	Jun 1891	.....	100	.....
	Philadelphia Bourse, common	....	.....	1,500	Various	1,500	1	.....
	Philadelphia Bourse, preferred	....	.....	575	Feb 1893	575	1	.....
	Philadelphia Harbor Transfer	10	.....	20,000	Apr 28, 1898	16,930	8,090	2,000
	Pioneer Real Estate Co	....	.....	2,500	Various	.....	2,500	.....
	Temple Iron Co	6	.....	570,900	Dec 1906	570,900	570,900	34,254
	United Real Estate Co	....	.....	1,000	Sep 1, 1898	.....	1,000	.....
	Weatherly Water Co	7¾	.....	8,000	Various	.....	8,000	620
	Wyoming Valley Water Supply Co	....	.....	100,000	Various	.....	100,000	[3] *1,432*
	Memberships & Exchanges Bds. of Trade, etc	....	.....	.....	.....	.....	1,051	204
	Locust Mt. Coal & Iron Co	4	.....	330,900	Various	.....	349,027	13,236
	Bonds:							
	Consolidated Real Estate Co	....	Feb 1, 1956	2,600,000	Nov 1906	.....	2,600,000	.....
	Lehigh & Hudson River Ry. Co	4	Jul 1, 1920	34,000	Jul 1, 1907	34,000	34,000	1,360
	Morris Canal & Banking Co	....	Oct 1, 1920	500,000	Dec 1890	.....	500,000	.....
	Wyoming Valley Water Supply Co	....	Jul 1, 1960	800,000	Jun 30, 1910	.....	800,000	.....
	Wyoming Valley Water Supply Co	....	Jul 1, 1960	95,000	Jun 30, 1910	.....	95,000	.....
	Miscellaneous securities:							
	Sundry bills receivable	....	.....	335,709	.....	.....	335,709	9,867
	Marketable securities:							
	Miscellaneous securities:							
	New York & New Jersey Abattoir mtge	5	.....	300,000	Nov 1894	.....	300,000	15,000
	John Robinson mortgage	6	.....	10,000	Mar 1890	.....	10,000	600
	Glen Summitt Co. mortgage	5	.....	20,000	Mar 1910	.....	20,000	333
	Totals	....	.....	$67,571,132	.....	$2,167,443	$75,418,019	$551,049

[2] Credit balance; so reported.

[3] Deficit from operation assumed by controlling corporation.

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities" Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
8	**Delaware, Lackawanna & Western:**	%						
	Securities of system corporations, unpledged:							
	Stocks:							
	Newark & Bloomfield R.R. Co.	6	.....	$97,700	May 1906	$97,837	$97,837	$5,862
	Passaic & Delaware R.R. Co.	5	.....	109,350	Oct 1878	109,350	109,350	5,468
	Syra., Bingh. & N. Y. R.R. Co.	....	.....	2,063,800	Jun 1910	1,884,815	2,547,214	184,817
	Lackawanna & Montrose R.R. Co.	....	.....	105,750	May 1910	92,696	92,696	.....
	Harlem Transfer Co.	....	.....	200,000	Oct 1906	487,500	487,500	.....
	New York & Hoboken Ferry Co.	....	.....	3,300,000	Apr 1903	3,863,800	3,000,000	.....
	Erie & Central New York R.R. Co.	....	.....	250,000	Nov 1903	69,000	69,000	.....
	Lackawanna R.R. Co. of N. J.	....	.....	4,342,000	Dec 1909	4,342,000	4,342,000	.....
	Chester R.R. Co.	....	.....	65,050	Mar 1880	65,050	.....	.....
	Hopatcong R.R. Co.	....	.....	10,000	Aug. 1892	5,000	.....	.....
	Syracuse & Baldwinsville Ry. Co.	....	.....	81,166	.....	.....	.....	.....
	Bonds:							
	Harlem Transfer Co., 1st mtge.	4½	.....	300,000	Jun 1905	300,000	300,000	13,500
	Hoboken Ferry Co., purch. money mtge.	4½	1946	600,000	Dec 1905	600,000	600,000	27,000
	New York & New Jersey Ferry Co., 1st mtge.	5	1946	6,000	Jun 1910	5,700	5,700	253
	New York & Hoboken Ferry Co., gen. mtge.	5	1946	642,000	Jun 1910	624,177	624,177	10,383
	Chester R.R. Co., 1st mtge.	....	.....	100,000	Jun 1893	100,000	100,000	.....
	Syra. & Baldwinsville Ry. Co., 1st mtge. and scrip.	....	.....	106,687	Dec 1900	78,716	.....	.....
	Miscellaneous securities:							
	New York & Hoboken Ferry Co., notes.	....	.....	1,291,233	Jun 1910	1,291,233	1,291,233	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Morris & Essex R.R.	....	.....	.....	.....	.....	1,345,063	.....
	N. Y., Lack. & Western Ry.	....	.....	.....	.....	.....	681,666	.....
	Oswego & Syracuse R.R.	....	.....	.....	.....	.....	168,586	.....
	Utica, Chenango & Susq. Valley Ry.	....	.....	.....	.....	.....	33,239	.....
	Cayuga & Susquehanna R.R.	....	.....	.....	.....	.....	14,340	.....
	Valley R.R. Co.	....	.....	.....	.....	.....	4,253	.....
	Erie & Central N. Y. R.R.	....	.....	.....	.....	.....	5,426	.....
	Warren R.R.	....	.....	.....	.....	.....	10,160	.....
	Newark & Bloomfield R.R.	....	.....	.....	.....	.....	55,920	.....
	Passaic & Delaware R.R.	....	.....	.....	.....	.....	24,979	.....
	Passaic & Delaware Extension R.R.	....	.....	.....	.....	.....	14,962	.....
	Chester R.R.	....	.....	.....	.....	.....	74	.....
	Greene R.R.	....	.....	.....	.....	.....	694	.....
	New York & Hoboken Ferry Co.	....	.....	.....	.....	.....	85,610	.....
	Permanent investments in physical property:							
	Real estate in New York city and Brooklyn.	....	.....	.....	Various	.....	2,155,801	.....
	Real estate on Staten Island, N. Y.	....	.....	.....	Various	.....	1,609	.....
	Real estate in Warren County, N. J.	....	.....	.....	Various	.....	13,400	.....
	Real estate in Ithaca, N. Y.	....	.....	.....	Various	.....	200	.....
	Real estate in Binghamton, N. Y.	....	.....	.....	Various	.....	3,869	.....
	Real estate in Pennsylvania.	....	.....	.....	Various	.....	489,679	.....
	Real estate in Syracuse and Utica, N. Y.	....	.....	.....	Various	.....	78,185	.....
	Real estate in Chicago, Ill.	....	.....	.....	Various	.....	74,716	.....
	Marketable securities:							
	Stocks:							
	Greene R.R.	6	.....	500	1905	553	553	30
	Warren R.R.	7	.....	10,000	1878	10,000	10,000	700
	Valley R.R.	5	.....	5,000	1882	5,000	5,000	250
	N. Y., Lack. & Western Ry.	5	.....	70,400	1888	70,400	70,400	3,520
	Oswego & Syracuse R.R.	9	.....	500	1900	1,166	1,166	45
	Utica, Chenango & Susq. Ry.	6	.....	20,600	1906	20,960	20,960	1,236
	Morris & Essex Ext. R.R.	4	.....	42,300	1889	42,300	42,300	1,692
	Sussex R.R.	....	.....	76,600	1908	40,760	40,760	.....
	Green Bay & Western R.R.	....	.....	3,500	Jan 1898	1,760	1,760	175
	Lehigh & Hudson River Ry.	....	.....	163,200	Nov 1904	124,032	124,032	.....
	Mutual Terminal Co.	....	.....	15,000	Apr 1907	25,000	25,000	.....
	Lackawanna Steel Co.	....	.....	51,600	Oct 1906	25,800	25,800	.....
	Lackawanna Iron & Coal Co.	....	.....	4,300	1905	43	43	860
	Meeker Foundry Co.	....	.....	155	1904	120	120	6
	Temple Iron Co.	....	.....	487,000	1906	487,000	487,000	29,220
	Bonds:							
	N. Y., Lack. & Western Ry.	5	1923	2,000,000	1885	2,000,000	2,000,000	100,000
	Morris & Essex R.R., 1st refdg. mtge.	3½	2000	3,960,000	1907	3,960,000	3,960,000	138,600
	Morris & Essex R.R., 1st mtge.	7	1914	261,400	1909	298,947	291,438	17,783
	Morris & Essex R.R., consol. mtge.	7	1915	764,000	1909	887,622	867,018	53,379
	Morris & Essex R.R., real est. mtge.	4½	1912	32,000	1909	30,393	30,393	1,433
	Greene R.R.	....	.....	200,000	1902	205,510	200,000	.....
	Oswego & Syracuse R.R., cons. mtge.	....	1907	438,000	1907	438,734	438,000	.....
	Kewanee, Green Bay & Western R.R., 1st mtge.	5	1921	1,000	1893	100	100	50
	Morris County Tr. Co.	5	1935	45,000	1910	38,167	38,167	2,250
	Lackawanna Iron & Steel Co., 1st mtge.	5	1926	12,000	1896	12,000	12,000	600
	Lackawanna Steel Co.	5	1923	22,000	1903	21,240	21,240	1,100
	Lehigh & Hudson River Ry. mtge.	4	1920	34,000	1907	34,000	34,000	1,360
	Mutual Terminal Co., 1st mtge.	4	1924	626,000	1905	581,907	581,907	25,040
	Miscellaneous securities:							
	Mutual Terminal Co., notes.	4	1924	120,000	1910	120,000	120,000	.....
	Totals.	....	.....	$23,136,791	.....	$23,440,388	$28,378,295	$626,612
9	**Delaware & Hudson:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Chateaugay & Lake Placid Ry. Co.	....	.....	$3,000,000	Various	$2,856,000	$3,000,000	$87,479
	Rensselaer & Saratoga R.R. Co.	8	.....	470,000	.....	.....	470,000	[4] .....
	Albany & Susquehanna R.R. Co.	9	.....	400,000	.....	.....	400,000	[4] .....
	Securities of system corporations, unpledged:							
	Stocks:							
	Greenwich & Johnsonville Ry. Co.	4	.....	175,000	1906	175,000	175,000	7,000
	Schoharie Valley Ry. Co.	5	.....	100,000	1907	75,000	75,000	7,500

[4] Income from securities listed as "pledged" is included with income of similar securities listed as "unpledged".

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
9	**Delaware & Hudson** (*concluded*):	%						
	Securities of system corporations, unpledged (concluded):							
	Stocks (concluded):							
	Napierville Jct. Ry. Co	....	.....	$600,000	1907	$566,700	$566,700	.....
	The Quebec, Montreal & Southern Ry. Co	....	.....	1,000,000	1907	1,000,000	1	.....
	Chateaugay & L. Placid Ry. Co., common	....	.....	75,000	1903	.....	1	.....
	Cooperstown & Charlotte Valley R.R. Co	....	.....	45,000	1903	113,850	1	.....
	Rensselaer & Saratoga R.R. Co	8	.....	330,000	.....	.....	330,000	[1] $64,000
	Albany & Susquehanna R.R. Co	9	.....	50,000	.....	.....	50,000	[1] 198,787
	Advances to system corporations for construction, equipment, and betterments:							
	Chateaugay & L. Placid Ry. Co	....	.....	.....	.....	.....	100	.....
	Cooperstown & Charlotte Valley R.R. Co	....	.....	.....	.....	.....	895	.....
	The Quebec, Montreal & Southern Ry. Co	....	.....	.....	.....	.....	6,332,456	.....
	Greenwich & Johnsonville Ry. Co	....	.....	.....	.....	.....	428,240	.....
	Schoharie Valley Ry. Co	....	.....	.....	.....	.....	1,000	.....
	Northern Coal & Iron Co	....	.....	.....	.....	.....	7,028,908	.....
	Permanent investments in physical property:							
	Advances on unmined coal	....	.....	.....	.....	.....	555,514	.....
	Marine equipment	....	.....	.....	.....	.....	9,880	.....
	Mine fixtures	....	.....	.....	.....	.....	145,824	.....
	Horses and mules	....	.....	.....	.....	.....	229,408	.....
	Repair shops, farms, and mills	....	.....	.....	.....	.....	53,518	.....
	Rogers Estate property	....	.....	.....	.....	.....	101,570	.....
	Coal handling and storage plants	....	.....	.....	.....	.....	267,476	.....
	Mechanicville Power Plant	....	.....	.....	.....	.....	638,988	.....
	Real estate, miscellaneous	....	.....	.....	.....	.....	260,982	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Cooperstown & Susq. Valley Ry. Co	....	.....	3,100	Various	310	1	.....
	Schenectady Ry. Co	4	.....	2,050,000	1906	1,864,479	2,050,000	[1] 82,000
	United Traction Co	4	.....	12,499,600	Various	12,499,600	12,499,600	499,984
	Plattsburgh Tr. Co	4	.....	100,000	1906	33,360	27,460	4,000
	Troy & New England Ry. Co	4	.....	179,952	Various	.....	47,143	7,199
	Champlain Transp. Co	....	.....	52,050	Various	.....	83,911	.....
	Chateaugay Ore & Iron Co., common	....	.....	1,250	1902	.....	1	.....
	Chateaugay Ore & Iron Co., 1st pfd	....	.....	323,750	Various	174,785	1	.....
	Chateaugay Ore & Iron Co., 2nd pfd	....	.....	304,900	Various	220,690	1	.....
	Bluff Point Land Improvement Co	....	.....	100,000	.....	.....	1	.....
	Northern N. Y. Development Co	....	.....	10,000	1905	10,000	10,000	.....
	The Hudson Coal Co	....	.....	100,000	1901	100,000	1	.....
	Jackson Coal Co	....	.....	100,000	Various	153,931	1	.....
	Ft. William Henry Hotel Co	....	.....	129,000	Mar 1909	129,000	129,000	.....
	Rome & Clinton R.R. Co	6¼	.....	14,100	1907	21,163	21,163	864
	United States Hotel Co	....	.....	27,730	1903	27,730	1	.....
	Ticonderoga R.R. Co	5	.....	3,400	1906–7	3,864	3,864	170
	Laurel Run Turnpike Co	....	.....	1,500	1894	1,500	1	.....
	Bangor Union Slate Co	....	.....	7,100	.....	.....	1	.....
	N. J. & N. Y. R.R. Co	....	.....	10,800	1880	6,144	1	.....
	Bonds:							
	Carbondale Gas Co	5	Dec 1, 1925	8,000	.....	.....	8,000	400
	Troy & New England Ry. Co	5	1945	160,000	Various	.....	160,000	8,000
	Ft. William Henry Hotel Co	4	Jan 1951	45,000	1909	40,000	40,000	.....
	Plattsburgh Tr. Co	6	1926	10,000	1906–7	11,375	10,000	2,700
	Chateaugay Ore & Iron Co., refdg. 1st mtge	4	1942	1,000	1910	950	950	20
	Bluff Point Land Improvement Co	4	1940	1,000	1910	967	967	20
	Albany & Susq. R.R. Co	3½	1946	3,555,000	1906–7	.....	3,454,500	121,986
	Miscellaneous securities:							
	Real estate mortgage	Var.	Various	.....	Various	.....	15,316	850
	Totals	....	.....	$26,043,232	.....	$20,086,398	$39,683,347	$1,092,959
10	**Northern Central:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Elmira & Lake Ontario R.R. Co	....	.....	$823,000	Various	.....	$1	.....
	Securities of system corporations, unpledged:							
	Stocks:							
	Elmira & Lake Ontario R.R. Co	....	.....	677,000	Various	.....	1,395,500	$612,500
	Northern Central Connecting R.R. Co	....	.....	220,500	Various			
	Union R.R. Co. of Baltimore	50	.....	1,225,000	Various			
	Permanent investments in physical property:							
	Track material leased	....	.....	.....	.....	.....	3,096	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Mineral R.R. & Mining Co., instal	....	.....	199,998	Various	.....	1	.....
	Marketable securities:							
	Stocks:							
	Baltimore & Ohio R.R. Co., common	6	.....	1,048,700	Various	.....	.....	62,922
	Baltimore & Ohio R.R. Co., preferred	4	.....	1,000,000	Sep 12, 1901	.....	.....	40,000
	Norfolk & Western Ry. Co., common	5	.....	1,000,000	Jun 11, 1900	.....	.....	50,000
	Norfolk & Western Ry. Co., adj. pfd	5	.....	500,000	Jun 11, 1900	.....	.....	25,000
	Pennsylvania R.R. Co	6	.....	117,300	Various	.....	.....	6,335
	Shamokin Valley & Pottsville R.R. Co	6	.....	619,650	Various	.....	.....	37,179
	Erie & Western Transp. Co	4	.....	500,000	Jun 11, 1900	.....	.....	20,000
	Terminal Warehouse Co. of Baltimore	10	.....	100,000	Various	.....	.....	10,000
	Central Elevator Co. of Baltimore	....	.....	40,000	Various	.....	.....	.....
	Bonds:							
	Elmira & Williamsport R.R. Co., 1st mtge	4	Jan 1, 1950	12,000	Dec 31, 1909	.....	.....	.....
	Norfolk & Western Ry. Co., conv	4	Jun 1, 1932	180,000	Various	.....	.....	860
	Shamokin Valley & Pottsville R.R. Co., 1st mtge	3½	.....	1,287,000	Sep 28, 1904	.....	.....	45,540
	Totals	....	.....	$9,550,148	.....	.....	$1,399,198	$910,336

[1] Income from securities listed as "pledged" is included with income of similar securities listed as "unpledged".

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
11	**New York, Chicago & St. Louis:**	%						
	Securities of system corporations, pledged:							
	Stocks:							
	Chicago & State Line R.R.	....	.....	$1,500,000	Sep 30, 1887	.....	$1,500,000	.....
12	**Long Island:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Huntington R.R. Co.	....	.....	$28,950	.....	$14,475	$14,475	.....
	Jamaica & South Shore R.R. Co.	....	.....	500,000	1904	11,500	218,605	.....
	Long Island R.R. Co., North Shore Branch	....	.....	74,900	Mar 26, 1901	173	173	.....
	Montauk Water Co.	....	.....	205,000	.....	5,462	205,000	.....
	New York & Rockaway Beach Ry. Co.	....	.....	972,200	.....	93,123	93,123	.....
	New York, Brooklyn & Manhattan Beach, pfd.	5	.....	316,600	.....	168,589	391,909	$15,830
	Ocean Electric Ry. Co.	....	.....	35,000	.....	10,967	10,967	.....
	Prospect Park & Coney Island R.R. Co.	....	.....	172,600	May 25, 1899	.....	1	.....
	Bonds:							
	Huntington R.R. Co., 1st mtge. reg.	5	Jun 1, 1920	26,000	.....	26,000	26,000	.....
	Montauk Water Co., 1st mtge. reg.	5	Jun 1, 1945	150,000	.....	150,000	150,000	7,500
	New York & Rockaway Beach Ry. Co., 1st mtge. reg.	5	Sep 1, 1927	101,000	.....	101,010	101,010	5,050
	New York & Rockaway Beach Ry. Co., income	5	Sep 1, 1927	978,667	.....	321,955	321,595	.....
	New York, Brooklyn & Manhattan Beach Ry., 1st mtge. reg.	5	Oct 1, 1935	125,000	.....	125,000	125,000	6,250
	Ocean Electric Ry. Co., 1st mtge. reg.	5	Apr 1, 1918	20,000	.....	18,341	18,341	.....
	Prospect Park & Coney Island R.R. Co., 1st mtge. reg.	6	Feb 1, 1926	80,000	.....	80,000	80,000	4,800
	Prospect Park & Coney Island R.R. Co., 2nd mtge. reg.	6	Mar 1, 1931	104,000	.....	104,000	104,000	6,240
	Prospect Park & Coney Island R.R. Co., income reg.	6	May 1, 1920	171,200	.....	150	150	.....
	Smithtown & Port Jefferson R.R. Co., reg.	7	Sep 1, 1901	75,000	1901	75,000	75,000	.....
	Long Island R.R. Co.— North Shore Branch, reg.	5	Oct 1, 1932	163,000	.....	163,000	163,000	8,150
	Miscellaneous securities:							
	Real estate mortgages	....	.....	.....	.....	.....	17,250	1,115
	Securities of system corporations, unpledged:							
	Stocks:							
	Glen Cove R.R. Co.	....	.....	10,000	Dec 21, 1905	10,000	10,000	.....
	Montauk Steamboat Co., Ltd.	....	.....	150,000	.....	200,000	200,000	.....
	Nassau County Ry. Co.	....	.....	35,000	1902	35,000	35,000	.....
	New York, Brooklyn & Manhattan Beach Ry. Co.	....	.....	350,000	.....	10,498	476,451	.....
	Northport Tr. Co.	....	.....	45,000	Various	45,000	45,000	.....
	River & Harbor Transp. Co.	....	.....	25,000	May 18, 1895	.....	1	.....
	West Jamaica Land Co.	....	.....	250,000	Apr 25, 1907	6,000	6,001	.....
	Bonds:							
	Montauk Steamboat Co., Ltd.	4	Jan 1, 1911	190,789	Dec 30, 1905	190,789	190,789	7,632
	Miscellaneous securities:							
	Real estate mortgages	....	.....	.....	.....	.....	20,000	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Glen Cove R.R. Co.	....	.....	.....	.....	.....	158,296	.....
	Huntington R.R. Co.	....	.....	.....	.....	.....	456,198	.....
	Jamaica & South Shore R.R. Co.	....	.....	.....	.....	.....	175,547	.....
	Nassau County Ry. Co.	....	.....	.....	.....	.....	5,459	.....
	New York & Rockaway Beach Ry. Co.	....	.....	.....	.....	.....	363,053	.....
	New York, Brooklyn & Manhattan Beach Ry. Co.	....	.....	.....	.....	.....	104,086	.....
	Northport Tr. Co.	....	.....	.....	.....	.....	6,837	.....
	Ocean Electric Ry. Co.	....	.....	.....	.....	.....	121,872	.....
	River & Harbor Transp. Co.	....	.....	.....	.....	.....	225,320	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Brooklyn & Coney Island Telegraph Co.	7	.....	5,000	.....	5,000	5,000	.....
	Montauk Co.	....	.....	250,000	.....	.....	50,000	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Cities Development Co.	....	.....	10,000	Various	10,000	10,000	.....
	Long Island Consolidated Elec. Co.	....	.....	25,000	Jul 7, 1905	25,000	25,000	.....
	Long Island Motor Parkway, common	....	.....	21,500	Jun 30, 1909	.....	215	.....
	Long Island Motor Parkway, preferred	....	.....	43,000	Jun 30, 1909	43,000	24,000	.....
	Bonds:							
	Stuyvesant Real Estate Co., deb. ctf.	4	.....	3,736,970	Various	3,736,970	3,736,970	182,733
	Totals	....	.....	$9,446,376	.....	$5,786,002	$8,566,694	$245,300
13	**Buffalo, Rochester & Pittsburgh:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Ontario Car Ferry Co., Ltd.	5	.....	$249,700	Various	$179,008	$179,008	$12,485
	Securities of system corporations, unpledged:							
	Stocks:							
	Avonmore & Northern R.R. Co.	....	.....	9,500	Jan 28, 1907	10,000	10,000	.....
	Marketable securities:							
	Bonds:							
	Punxsutawney Coal Mining Co., 1st mtge.	6	Jan 18, 1911	5,423	Nov 18, 1908	5,423	5,423	575
	Totals	....	.....	$264,623	.....	$194,431	$194,431	$13,060
14	**New York, Ontario & Western:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Ontario, Carbondale & Scranton Ry. Co.	....	.....	$1,495,000	Oct 4, 1889	$1,495,000	$1,495,000	.....
	Port Jervis, Monticello & Summitville R.R. Co.	....	.....	105,000	Dec 9, 1902	105,000	105,000	.....
	Ellenville & Kingston R.R. Co.	....	.....	295,000	Jun 30, 1905	295,000	295,000	.....
	Bonds:							
	Ontario, Carbondale & Scranton Ry. Co.	5	Jun 1, 1937	1,500,000	Nov 4, 1889	1,500,000	1,500,000	$75,000
	Port Jervis, Monticello & Summitville R.R. Co.	4	Jul 1, 1955	450,000	Jun 27, 1905	450,000	450,000	18,000
	Ellenville & Kingston R.R. Co.	4	Jul 1, 1955	650,000	Jun 27, 1905	650,000	650,000	26,000
	Securities of system corporations, unpledged:							
	Stocks:							
	Ontario, Carbondale & Scranton Ry. Co.	....	.....	5,000	Oct 4, 1889	5,000	5,000	.....
	Port Jervis, Monticello & Summitville R.R. Co.	....	.....	5,000	Dec 9, 1902	5,000	5,000	.....
	Ellenville & Kingston R.R. Co.	....	.....	5,000	Jun 30, 1902	5,000	5,000	.....
	Wharton Valley Ry. Co.	....	.....	70,000	May 7, 1890	70,000	70,000	.....
	Pecksport Connecting Ry. Co.	....	.....	40,000	Jun 30, 1902	40,000	40,000	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities". Income from securities held during part of the year but not on June 30, 1910, is not included

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
14	**New York, Ontario & Western** (*concluded*):	%						
	Advances to system corporations for construction, equipment, and betterments:							
	Pecksport Connecting Ry. Co.	....	.....	.....	.....	.....	$40,061	.....
	Permanent investments in securities, pledged:							
	Bonds:							
	Scranton Coal Co., 1st mtge.	5	Feb 1, 1911	$300,000	Feb 1, 1899	$300,000	300,000	$20,000
	Elk Hill Coal & Iron Co., 1st mtge.	5	Dec 1, 1915	2,075,000	Dec 1, 1900	2,075,000	2,075,000	108,750
	Permanent investments in securities, unpledged:							
	Stocks:							
	Scranton Coal Co.	....	.....	200,000	Feb 2, 1899	45,267	45,267	.....
	Elk Hill Coal & Iron Co.	....	.....	60,000	Mar 1, 1899	241,871	241,871	.....
	Anthracite Valley Water Co.	....	.....	5,000	Jun 28, 1904	5,000	5,000	.....
	Bonds:							
	Scranton Coal Co., 2nd mtge.	4	Jul 1, 1916	1,170,000	Feb 1, 1899	1,170,000	1,170,000	46,800
	Elk Hill Coal & Iron Co., 2nd mtge.	4	Jun 2, 1922	2,400,000	Dec 1, 1900	2,400,000	2,400,000	96,000
	Riverside Coal Co., bond and mtge.	....	.....	139,640	Dec 31, 1897	139,640	139,640	.....
	Miscellaneous securities:							
	Town of Wallkill, bonds.	4	Various	5,000	Aug 1, 1908	5,000	5,000	200
	Totals.	....	.....	$10,974,640	.....	$11,001,778	$11,041,839	$390,750
15	**Rutland:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Rutland & Noyan Ry. Co.	....	.....	$100,000	1901	.....	$1,000	.....
	Addison R.R. Co.	3	.....	495,900	1896	.....	247,950	$14,877
	Rutland Transit Co.	....	.....	1,000,000	1899	.....	500,000	.....
	Ogdensburg Terminal Co.	....	.....	300,000	1900	.....	150,000	.....
	Champlain Construction Co.	....	.....	150,000	1902	.....	1	.....
	Bonds:							
	Rutland & Noyan Ry. Co.	4	1951	100,000	1901	$100,000	100,000	4,000
	Ogdensburg Terminal Co.	4	1915	50,000	1902	50,000	50,000	2,000
	Totals.	....	.....	$2,195,900	.....	$150,000	$1,048,951	$20,877
16	**Central New England:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Hartford & Conn. Western R.R. Co.	2	.....	$1,640,000	Various	.....	$1,150,063	$32,800
	Bonds:							
	Newburgh, Dutchess & Conn. R.R. Co., 1st mtge.	7	.....	150,000	.....	.....	150,000	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Hartford & Conn. Western R.R. Co.	....	.....	800,061	.....	.....	.....	.....
	Totals.	....	.....	$2,590,061	.....	.....	$1,300,063	$32,800
17	**New York, Susquehanna & Western:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Passaic & New York R.R. Co.	....	.....	$70,000	1881	$70,000	$70,000	.....
	Middletown, Unionville & Water Gap R.R. Co.	....	.....	74,735	1883	74,735	74,735	.....
	Lodi Branch.	....	.....	12,000	1881	12,000	12,000	.....
	Hackensack & Lodi R.R. Co.	....	.....	8,661	1881	8,661	8,661	.....
	Hudson Connecting R.R. Co.	....	.....	94,000	1881	94,000	94,000	.....
	Erie Terminals R.R. Co.	....	.....	8,000	1907	8,000	8,000	.....
	Masopin R.R. Co.	....	.....	60,000	1881	60,000	60,000	.....
	Susquehanna Connecting R.R. Co.	....	.....	500,000	1903	500,000	500,000	.....
	Wilkesbarre & Eastern R.R. Co.	....	.....	3,000,000	1903	3,000,000	3,000,000	.....
	Bonds:							
	Hudson Connecting R.R. Co., 1st mtge.	....	.....	400,000	1881	400,000	400,000	.....
	Paterson Extension R. R. Co., 1st mtge.	....	1910	3,000	1910	3,000	3,000	.....
	Midland R.R. Co. of New Jersey, series.	....	.....	25	1910	5	5	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	N. Y., Susq. & Western Coal Co., common.	....	.....	231,500	1890	231,500	231,500	.....
	N. Y., Susq. & Western Coal Co., preferred.	....	.....	60,000	1890	60,000	60,000	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	N. Y., Susq. & Western Coal Co., common.	....	.....	359,500	1890	359,500	359,500	.....
	N. Y., Susq. & Western Coal Co., preferred.	....	.....	4,000	1910	4,000	4,000	.....
	N. Y., Susq. & Western Coal Co., preferred.	....	.....	90,000	1890	90,000	90,000	.....
	New York & Wilkesbarre Coal Co.	....	.....	2,000	1893	2,000	2,000	.....
	Middletown & Unionville Telegraph Co.	....	.....	2,000	1880	1,500	1,500	.....
	Bonds:							
	N. Y., Susq. & Western Coal Co., 1st mtge.	....	1912	30	1890	30	30	.....
	Lackawanna & Susquehanna Coal & Iron Co., 1st mtge.	....	1933	61,000	1893	61,000	61,000	$4,802
	Marketable securities:							
	Bonds:							
	Temple Iron Co.	6	.....	116,800	1906	116,800	116,800	7,008
	Totals.	....	.....	$5,157,251	.....	$5,156,731	$5,156,731	$11,810
18	**Buffalo & Susquehanna:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Buffalo & Susquehanna R.R. Co.	4	.....	$4,656,900	Various	[5]	$10,113,800	$93,138
	Advances to system corporations for construction, equipment, and betterments:							
	Buffalo & Susquehanna R.R. Co.	....	.....	.....	.....	.....	98,643	.....
	Wellsville, Coudersport & Pine Creek R.R. Co.	....	.....	.....	.....	.....	4,054	.....
	Other permanent investments in securities, pledged:							
	Stocks:							
	Keystone Store Co., common.	....	.....	35,000	.....	$35,000	35,000	3,500
	Totals.	....	.....	$4,691,900	.....	$35,000	$10,251,497	$96,638

[5] Exchanged for $9,913,800 par value of respondent's capital stock and $200 $\frac{0}{0}$00 in cash.

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities" Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
19	**Lehigh & Hudson River:**	%						
	Securities of system corporations, pledged:							
	Stocks:							
	South Easton & Phillipsburg R.R. Co. of N. J.	....	.....	$75,000	.....	.....	$75,000	.....
	South Easton & Phillipsburg R.R. Co. of Penna.	....	.....	75,000	.....	.....	75,000	.....
	Advances to system corporations for construction, equipment, and betterments:							
	South Easton & Phillipsburg R.R. Co.	....	.....	.....	.....	.....	255,167	.....
	Mine Hill R.R. Co.	....	.....	.....	.....	.....	50,438	.....
	Totals	....	.....	$150,000	.....	.....	$455,605	.....
20½	**Pittsburg, Shawmut & Northern:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Kersey R.R. Co.	....	.....	$150,000	1902	.....	$450,000	.....
	Clarion River Ry. Co.	....	.....	120,000	1899	.....	180,000	.....
	Permanent investments in securities, pledged:							
	Stocks:							
	Shawmut Mining Co.	....	.....	500,000	1899	.....	1,500,000	.....
	Shawmut Commercial Co.	....	.....	50,000	1899	.....		
	Kersey Mining Co.	....	.....	1,000,000	1902	.....	3,000,000	.....
	Totals	....	.....	$1,820,000	.....	.....	$5,130,000	.....
21	**Ulster & Delaware:**							
	Marketable securities:							
	Miscellaneous securities:							
	Max Blum real estate mtge.	5	Nov 1, 1912	$1,500	1900	$4,233	$1,500	$87
24	**Lehigh & New England:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Pochuck R.R. Co.	....	.....	$18,750	Jun 1903	$23,437	$23,437	.....
	Campbell Hall Conn. R.R. Co.	....	.....	120,000	Dec 1908	1	1	.....
	Bonds:							
	Campbell Hall Conn. R.R. Co., 1st mtge.	....	Aug 1939	500,000	Dec 1908	50,000	50,000	.....
	Securities of system corporations, unpledged:							
	Stocks:							
	Pochuck R.R. Co.	....	.....	1,250	Jun 1903	1,563	1,563	.....
	Campbell Hall Conn. R.R. Co.	....	.....	1,900	Dec 1898	.....	.....	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Pochuck R.R. Co.	....	.....	.....	.....	.....	18,847	.....
	Campbell Hall Conn. R.R. Co.	....	.....	.....	.....	.....	1,580	.....
	Permanent investments in physical property:							
	Real estate	....	.....	.....	Various	12,484	12,484	.....
	Marketable securities:							
	Stocks:							
	Lehigh Valley Transit Co., pfd.	....	.....	1,139	Aug 1908	.....	259	.....
	Totals	....	.....	$643,039	.....	$87,485	$108,171	.....
25	**New Jersey & New York:**							
	Securities of system corporations, pledged:							
	Stocks:							
	New Jersey & New York Ext. R.R. Co.	....	Jun 1, 1909	$114,000	1893	$120,000	$131,100	.....
	Bonds:							
	New Jersey & New York Ext. R.R. Co.	....	Jun 1, 1909	72,500	1893	72,500	83,375	.....
	Securities of system corporations, unpledged:							
	Bonds:							
	New Jersey & New York Ext. R.R. Co.	....	Jun 1, 1908	6,000	May 1910	6,000	6,000	.....
	Permanent investments in securities, unpledged:							
	Stocks:							
	New Jersey & New York Improvement Co.	....	.....	25,000	Sep 1893	23,850	23,850	.....
	Totals	....	.....	$217,500	.....	$222,350	$244,325	.....
28	**Fonda, Johnstown & Gloversville:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Coal Co. of Fulton County	....	.....	$105,000	Jan 1, 1903	$222,530	$222,530	$6,300
	Edison Electric Light & Power Co.	....	.....	23,000	Jan 1, 1903	.....	.....	.....
	Gloversville & Broadalbin R.R. Co.	....	.....	800	.....	.....	.....	.....
	Advances to system corporations for construction, equipment, and betterments:							
	Edison Electric Light & Power Co.	....	.....	.....	.....	.....	139,355	.....
	Permanent investments in physical property:							
	Sacandaga Park property	....	.....	.....	.....	287,686	287,686	.....
	Other permanent investments in securities, unpledged:							
	Stocks:							
	Adirondack Lakes Tr. Co.	....	.....	43,400	Feb 27, 1904	434	434	.....
	Mountain Lake Co.	....	.....	8,500	Feb 27, 1904	85	85	.....
	Mountain Lake Electric R.R. Co.	....	.....	28,300	Feb 27, 1904	.....	.....	.....
	Bonds:							
	Mountain Lake Electric R.R. Co.	....	Jun 1, 1930	56,200	Feb 27, 1904	39,324	39,324	.....
	Totals	....	.....	$266,200	.....	$550,059	$689,414	$6,300
31	**New York & Ottawa:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Ottawa & New York Ry. Co.	....	.....	$1,000,000	.....	.....	$100	.....
	Cornwall Bridge Co.	....	.....	250,000	.....	.....	100	.....
	New York & Ottawa Bridge Co.	....	.....	2,000	.....	.....	100	.....
	Bonds:							
	Ottawa & N. Y. Ry. Co., 1st mtge.	4	1917	825,000	.....	.....	100	.....
	Ottawa & N. Y. Ry. Co., 2nd mtge. inc.	6	1917	275,000	.....	.....	100	.....
	New York & Ottawa Bridge Co.	4	1917	500,000	.....	.....	100	.....
	Totals	....	.....	$2,852,000	.....	.....	$600	.....

TABLE 103: MISCELLANEOUS PERMANENT INVESTMENTS AND MARKETABLE SECURITIES, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
The items shown are those included in the Balance Sheet, Table 101, under the heads "Other permanent investments" and "Marketable securities" Income from securities held during part of the year but not on June 30, 1910, is not included.

Corp'n No.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
		Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
33	**Greenwich & Johnsonville:**	%						
	Permanent investments in physical property:							
	Real estate adjoining track	....	.....	.....	Various	$5,636	$5,636	.....
35	**Jamestown, Chautauqua & Lake Erie:**							
	Securities of system corporations, unpledged:							
	Stocks:							
	Jamestown & Chautauqua Ry. Co., common	....	.....	$349,600	Dec 28, 1900	.....	.....	.....
	Jamestown & Chautauqua Ry. Co., preferred	....	.....	125,000	Dec 28, 1900	.....	.....	.....
	Bonds:							
	Jamestown & Chautauqua Ry. Co., 1st mtge	5	Nov 15, 1998	250,000	Dec 28, 1900	.....	.....	.....
	Totals	....	.....	$724,600	.....	.....	.....	.....
52	**Raquette Lake:**							
	Other permanent investments in securities, unpledged:							
	Bonds:							
	Fulton Chain Ry. Co	6	1950	$21,000	Jan 30, 1905	.....	$100	.....
	Fulton Navigation Co	6	1950	25,000	May 31, 1902	.....	14,000	.....
	Totals	....	.....	$46,000	.....	.....	$14,100	.....
73	**Erie Terminals:**							
	Securities of system corporations, pledged:							
	Stocks:							
	Erie & Jersey R.R. Co	....	.....	$600,000	1907	$600,000	$600,000	.....
	Grand totals	....	.....	$1,149,894,759	.....	$402,862,642	$1,136,774,215	$43,788,431

The following named corporations report no miscellaneous investments or marketable securities:

22. Syracuse, Binghamton and New York.
23. South Buffalo.
26. St. Lawrence and Adirondack.
27. Buffalo Creek.
29. Dunkirk, Allegheny Valley and Pittsburgh.
30. Lake Champlain and Moriah.
32. Terminal Railway of Buffalo.
34. Genesee and Wyoming.
36. New York and Pennsylvania.
37. Delaware and Eastern.
38. Norwood and St. Lawrence.
39. Connecting Terminal.
40. Little Falls and Dolgeville.
41. Catskill Mountain.
42. New York, Auburn and Lansing.
43. Cooperstown and Charlotte Valley.
44. Niagara Junction.
45. Unadilla Valley.
46. Silver Lake.
47. Owasco River.
48. Skaneateles.
49. Bath and Hammondsport.
50. United States and Canada.
51. Buffalo, Attica and Arcade.
53. Lowville and Beaver River.
54. Dansville and Mount Morris.
55. Erie and Central New York.
56. Marcellus and Otisco Lake.
57. Cranberry Lake.
58. Schoharie Valley.
59. Adirondack and St. Lawrence.
60. Sterling Mountain.
61. Carthage and Copenhagen.
62. Kanona and Prattsburgh.
63. Keeseville, Ausable Chasm and Lake Champlain.
64. Otis.
65. Glenfield and Western.
66. Middleburgh and Schoharie.
67. Tunesassa and Bradford.
68. Fulton Chain.
69. Champlain and St. Lawrence.
70. Catskill and Tannersville.
71. Port Chester Terminal.
72. Dexter and Northern.

TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies
30, 1907, but wherever practicable they include also the equipment prior to July 1, 1907.
The expenditures since June 30, 1907, including those during the year, cover charges to both capital and income. Owing to adjustments made necessary by the
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their
Figures in *italics* denote *credits*.

Line No.	Pennsylvania 1		New York Central & Hudson River. 2		New York, New Haven & Hartford. 3		Lake Shore & Michigan Southern. 4		Erie. 5		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
1	$68,550	$261,620	$224,011	$731,739	$54,921	$185,861	$21,292	$36,803	$22,680	$34,015	1
2	356,518	3,567,814	1,555,306	2,459,853	288,105	887,245	375,871	671,270	66,642	203,663	2
3	77,611	132,166	455	2,088	*28,627*	2,175,703	*1,000*	*16,494*	36,549	176,259	3
4	631,205	4,019,012	773,903	1,234,702	205,331	1,220,696	802,569	1,173,099	273,704	708,124	4
5	.....	91,381	*2,247*	93,245	404,754	1,345,394	.....	.....	.....	.....	5
6	477,304	1,698,444	1,098,519	1,623,372	143,211	1,358,168	920,273	2,141,784	121,049	739,567	6
7	114,546	569,762	114,995	215,749	37,425	143,211	567,111	692,160	12,221	176,256	7
8	200,624	693,417	310,947	562,159	26,882	335,696	836,173	1,270,028	44,154	259,844	8
9	61,476	148,791	32,644	52,317	*3,381*	41,796	49,539	72,801	11,167	35,609	9
10	160,759	380,678	38,959	83,311	11,385	98,135	126,746	150,717	21,432	58,518	10
11	41,276	162,716	45,009	92,563	63,282	153,919	175,627	202,728	146,788	209,915	11
12	162,885	1,371,302	111,571	270,030	62,246	246,998	357,848	432,801	69,872	245,269	12
13	.....	.....	82	854	511	896	.....	.....	*123*	675	13
14	181	2,188	12,563	20,382	4,964	20,318	.....	*154*	3,737	5,610	14
15	207,799	553,176	402,078	889,930	169,942	500,882	13,930	136,355	149,278	295,348	15
16	144,644	510,272	661,561	944,457	63,881	523,392	209,017	663,982	92,008	239,238	16
17	155,083	168,661	14,243	19,070	4,352	14,224	2,281	10,659	5,035	7,280	17
18	153,580	480,737	225,809	465,791	214,182	984,019	223,434	631,687	226,035	446,293	18
19	.....	.....	.....	10,278	.....	7,662	.....	.....	.....	.....	19
20	137,212	525,869	578,873	1,209,931	11,656	86,591	64,522	148,502	15,398	164,836	20
21	161,365	597,408	221,057	337,045	15,655	179,437	14,035	75,280	143,002	214,334	21
22	161,764	*162,050*	44,546	50,269	8,313	47,626	80,103	151,628	6,053	35,933	22
23	25,240	39,180	42,021	51,738	12,773	25,732	1,619	17,963	.....	.....	23
24	.....	9,278	2,304	2,304	81	510	16	7,023	.....	.....	24
25	.....	.....	.....	.....	.....	27	.....	.....	45,627	113,961	25
26	232,619	266,587	244,185	249,523	54,502	66,849	1,046,723	1,853,472	46,373	231,709	26
27	6,677	25,115	*37,682*	*37,682*	.....	2,095	.....	.....	.....	.....	27
28	.....	.....	27,339	419,806	*628,139*	*131,952*	.....	.....	.....	*30*	28
29	.....	.....	22,801	274,823	*41,971*	213,883	.....	.....	7	3,424	29
30	.....	.....	8,303	11,139	.....	.....	.....	.....	.....	2,094	30
31	194,489	260,063	57,205	87,664	*30,415*	*17,548*	40,029	109,373	*4,589*	8,921	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	32
33	.....	.....	.....	28	.....	.....	.....	.....	639	2,684	33
34	611	13,078	.....	.....	.....	.....	1,795	1,795	26	242	34
35	*71*	*2,033*	.....	.....	.....	.....	.....	.....	.....	*2*	35
36	.....	.....	191	191	.....	.....	.....	.....	*5*	29	36
37	25,764,386	25,764,386	.....	.....	47,761	24,805,802	.....	.....	*25*	[3] *29,444*	37
38	$29,698,334	$42,149,015	$6,831,550	$12,428,667	$1,173,582	$35,523,266	$5,929,551	$10,635,260	$1,554,746	[3] $4,590,230	38
39	.....	.....	$194	$549	$43	$2,020	.....	.....	$12	$5,065	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	215	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	.....	.....	894	894	.....	.....	.....	.....	.....	3	42
43	$27,038	$43,332	211,238	374,672	.....	77,383	.....	.....	.....	521	43
44	830	5,668	.....	8,092	3,639	279,090	.....	.....	.....	.....	44
45	$27,867	$49,001	$212,325	$384,206	$3,682	$358,494	.....	.....	$12	$5,805	45
46	$29,726,201	$42,198,016	$7,043,875	$12,812,872	$1,177,264	$35,881,760	$5,929,551	$10,635,260	$1,554,758	[2] $4,596,035	46
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
47	$202,801	.....	$8,228,373	$22,371,022	$3,340	.....	$3,607,176	.....	$743,186	[3] $8,988,106	47
48	654,011	.....	522,219	1,591,450	53,022	.....	.....	.....	.....	.....	48
49	2,801,194	.....	2,223,738	10,963,630	[2] 293,102	.....	992,605	.....	77,464	[3] 2,067,116	49
50	8,608,335	.....	12,110,745	45,695,253	1,576,994	.....	14,267,646	.....	*573,713*	[3] 29,311,339	50
51	62,646	.....	*417,511*	470,856	27,018	.....	674,245	.....	*38,197*	[3] 368,693	51
52	*6,480*	.....	846,164	3,128,491	.....	.....	.....	.....	166,231	[3] 1,314,653	52
53	$12,322,506	[1] $135,083,969	$23,513,727	$84,220,703	$1,953,476	[1] $55,962,079	$19,541,671	[1] $45,252,797	$374,970	[3] $42,049,907	53
54	.....	$42,198,016	.....	$12,812,873	.....	$35,881,760	.....	$10,635,260	.....	$4,596,035	54
55	.....	218,871,519	.....	155,206,679	.....	78,378,612	.....	66,960,000	.....	[3] 247,365,182	55
56	.....	$261,069,535	.....	$168,019,552	.....	$114,260,372	.....	$77,595,260	.....	[3] $251,961,217	56
57	.....	135,083,969	.....	84,220,703	.....	55,962,079	.....	45,252,797	.....	[3] 42,049,907	57
58	.....	$396,153,504	.....	$252,240,255	.....	[30] $170,222,451	.....	$122,848,057	.....	$294,011,124	58
59	.....	2,093.60	.....	805.48	.....	1,039.25	.....	870.89	.....	774.19	59
60	.....	$189,221	.....	$313,155	.....	$163,793	.....	$141,063	.....	$379,766	60
61	.....	$124,699	.....	$208,596	.....	$109,945	.....	$89,098	.....	[3]	61
62	.....	$64,522	.....	$104,559	.....	$538,485	.....	$51,961	.....	[3]	62
63	.....	3,970.51	.....	3,587.72	.....	2,040.80	.....	1,662.79	.....	1,960.80	63
64	.....	$34,022	.....	$23,475	.....	$274,216	.....	$27,215	.....	[3]	64

[1] Of this amount details were given only for expenditures during period since June 30, 1907. [2] Includes $144,121 for motor cars. [3] Cost of equipment purchased with road is not separated from cost of road. [30] Excludes $6,346,363 "Floating equipment, street railways and other properties" which are included in gross investment in road and equipment on the balance sheet.

STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June

revised classification of accounts, the charges in many instances include transfers as well as cost of property installed.
ranking on the basis of railroad operating revenues, see page 23.

Line No.	Item.	Boston & Maine. 6		Lehigh Valley. 7		Delaware, Lackawanna & Western. 8		Delaware & Hudson. 9		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	[5] During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Engineering	$6,577	$19,194	$3,788	.....	$19,798	$22,798	$932	$40,531	1
2	Right of way and station grounds	120,160	*14,225*	489,098	.....	707,805	149,009	115,993	1,069,018	2
3	Real estate	*66,513*	59,491	.....	.....	*44,763*	*45,546*	154	904	3
4	Grading	62,730	288,144	239,396	.....	411,427	376,926	65,933	1,548,066	4
5	Tunnels	.....	.....	.....	.....	.....	.....	.....	26,028	5
6	Bridges, trestles, and culverts	3,944	140,960	13,192	.....	289,010	337,131	51,891	646,876	7
7	Ties	15,982	52,393	25,497	.....	71,521	55,873	14,291	295,883	8
8	Rails	36,222	135,238	64,242	.....	143,202	116,151	79,929	464,481	6
9	Frogs and switches	6,996	11,051	8,507	.....	16,685	6,408	5,973	50,442	9
10	Track fastenings and other material	7,781	22,057	19,761	.....	24,168	16,884	5,260	72,779	10
11	Ballast	8,791	57,007	47,404	.....	57,640	54,961	5,175	49,506	11
12	Track laying and surfacing	25,363	97,672	36,134	.....	58,805	42,011	20,861	287,730	12
13	Roadway tools	.....	28	1,819	.....	.....	.....	399	753	13
14	Fencing right of way	578	3,955	206	.....	2,145	2,145	37	9,502	14
15	Crossings and signs	44,689	144,337	9,783	.....	45,154	51,371	5,846	141,508	15
16	Interlocking and other signal apparatus	140,319	349,729	16,219	.....	70,028	40,040	19,913	300,563	16
17	Telegraph and telephone lines	.....	250	30,219	.....	36,115	9,421	5,907	28,276	17
18	Station buildings and fixtures	22,617	233,213	41,232	.....	206,215	938,427	49,813	146,288	18
19	General office buildings and fixtures	.....	.....	.....	.....	.....	.....	.....	1,864	19
20	Shops, engine houses, and turntables	116,341	*32,549*	*32,061*	.....	821,305	1,673,186	22,902	69,716	20
21	Shop machinery and tools	.....	46	10,861	.....	163,959	224,873	28,836	484,823	21
22	Water stations	1,734	10,288	8,951	.....	126,880	123,374	1,804	20,511	22
23	Fuel stations	8,802	*1,161*	21,249	.....	33,297	.....	20,195	42,308	23
24	Grain elevators	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Storage warehouses	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Dock and wharf property	4,628	*13,561*	.....	.....	45,957	6,993	5,027	5,027	26
27	Electric light plants	.....	.....	.....	.....	.....	.....	.....	656	27
28	Electric power plants	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Electric power transmission	.....	.....	.....	.....	37,702	379	.....	62,268	29
30	Gas producing plants	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Miscellaneous structures	5,460	18,105	5,979	.....	44,730	218	[32]4,061	.....	31
32	Transportation of men and material	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Rent of equipment	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Repairs of equipment	.....	.....	.....	.....	.....	.....	.....	.....	34
35	Earnings and optg. exps. during construction	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Injuries to persons during construction	.....	.....	.....	.....	.....	.....	.....	5,550	36
37	Cost of road purchased	.....	.....	.....	.....	843,312	843,312	.....	[32]9,605,418	37
38	Total expenditures for road	$573,201	$1,581,662	$1,061,474	$1,544,480	$4,232,096	$5,046,348	$531,133	$15,477,276	38
39	Law expenses	.....	.....	.....	.....	$40	.....	.....	.....	39
40	Stationery and printing	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Insurance	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Taxes	.....	.....	.....	.....	.....	.....	.....	.....	42
43	Interest and commissions	.....	.....	.....	.....	70,293	$70,293	.....	.....	43
44	Other expenditures	.....	.....	.....	.....	768	788	.....	.....	44
45	Total general expenditures	.....	.....	.....	.....	$71,101	$71,081	.....	.....	45
46	Total direct and general expenditures	$573,201	$1,581,662	$1,061,474	$1,544,480	$4,303,197	$5,117,429	$531,133	$15,477,276	46
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
47	Steam locomotives	$864,495	$4,148,212	$398,813	$7,485,432	$15,224	$4,198,183	$149,175	$4,746,556	47
48	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	48
49	Passenger-train cars	454,824	3,032,900	1,859	1,950,220	28,500	1,075,530	*419*	1,222,573	49
50	Freight-train cars	1,176,633	13,871,641	2,603,829	34,710,515	2,963	8,337,935	*135,124*	13,823,890	50
51	Work equipment	39,284	53,144			.....	137,402	4,518	377,057	51
52	Floating equipment	.....	[4] 124,487	.....	.....	289,000	1,208,135	.....	.....	52
53	Total expenditures for equipment	$2,535,236	$21,230,384	$3,004,502	$44,146,167	$335,688	$14,957,185	$18,150	$20,170,075	53
54	Expenditures for road since June 30, 1907	.....	$1,581,662	.....	$1,544,480	.....	$5,117,429	.....	$15,477,276	54
55	Expenditures for road prior to July 1, 1907	.....	45,641,171	.....	18,639,292	.....	18,831,491	.....	16,068,304	55
56	Total expenditures for road to June 30, 1910	.....	$47,222,833	.....	$20,183,772	.....	$23,948,920	.....	$31,545,580	56
57	Total expenditures for eqpt. to June 30, 1910	.....	21,230,384	.....	44,146,167	.....	14,957,185	.....	20,170,075	57
58	Total exp. for road and eqpt. to June 30, 1910	.....	$68,453,217	.....	$64,329,939	.....	$38,906,105	.....	[31]$51,715,655	58
59	Miles of road owned June 30, 1910	.....	[6] 648.53	.....	302.61	.....	238.64	.....	317.80	59
60	Av. cost rd. and eqpt. per mile owned June 30'10.	.....	$105,551	.....	$212,583	.....	$163,032	.....	$162,730	60
61	Av. cost rd. per mile owned June 30, 1910	.....	$72,815	.....	$66,698	.....	$100,355	.....	$99,262	61
62	Av. cost eqpt. per mile owned June 30, 1910	.....	$32,736	.....	$145,884	.....	$62,677	.....	$63,468	62
63	Miles of road operated June 30, 1910	.....	[7] 2,290.33	.....	1,433.02	.....	930.10	.....	819.47	63
64	Av. cost eqpt. per mile optd. June 30, 1910	.....	$9,270	.....	$30,806	.....	$16.081	.....	$24,614	64

[4] Includes $60,123 electric street railway equipment. [5] Expenditures during year include improvements on leased lines charged to income of respondent but not included in expenditures since June 30, 1907. [6] Includes 18.10 miles of electric street railway. [7] Includes 47.53 miles of electric street railway. [31] Excludes $9,950,249 "Coal lands, real estate and right of way" and $676,080 coal department equipment included on balance sheet under "Gross investment in road and equipment". Includes $3,614,085 improvements on leased properties, carried on balance sheet under "Advances to affiliated corporations". [32] Respondent includes the $4061 reported as expenditures during the year for "Miscellaneous structures" with "Cost of road purchased," under expenditures since June 30, 1907.

TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies
30, 1907, but wherever practicable they include also the equipment prior to July 1, 1907.
The expenditures since June 30, 1907, including those during the year, cover charges to both capital and income. Owing to adjustments made necessary by the
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their
Figures in *italics* denote *credits*.

No.	Northern Central. 10		New York, Chicago & St. Louis. 11		Long Island. 12		Buffalo, Rochester & Pittsburgh. 13		New York, Ontario & Western. 14		No.
Line	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	Line
1	$12,865	$27,659	$3,087	$5,455	$93,810	$222,901	$11,451	$26,931	$5,740	$13,352	1
2	360,030	442,083	16,336	16,511	314,044	857,935	22,135	75,135	75,572	93,252	2
3	1,251	1,451	*6,325*	*7,425*	*64,498*	*64,498*	83,804	86,806	7,548	8,221	3
4	231,011	231,059	10,084	95,438	606,822	1,199,782	229,416	643,822	118,183	280,046	4
5	.....	.....	.....	.....	86	86	11,074	196,994	11,526	30,816	5
6	79,768	86,129	138,319	207,719	698,331	1,405,971	85,971	298,486	121,420	313,231	6
7	29,896	29,896	43,423	165,202	146,371	239,661	16,992	92,105	24,595	71,871	7
8	49,655	49,655	72,035	236,445	155,420	307,877	42,401	141,821	58,508	171,326	8
9	13,204	13,204	6,228	15,403	16,318	32,868	9,972	16,566	9,214	22,971	9
10	43,189	43,189	5,350	22,973	40,746	98,717	7,302	28,863	26,651	48,446	10
11	29,312	29,312	25,310	71,014	39,240	51,165	6,500	25,810	44,835	131,839	11
12	41,051	41,723	19,989	68,624	165,619	248,462	18,345	92,428	16,620	33,787	12
13	.....	.....	148	674	99	99	.....	11,246	29	29	13
14	.....	.....	.....	.....	7,431	17,578	.....	*14*	2,807	4,571	14
15	6,071	6,161	279,619	281,735	108,490	155,412	4,655	50,124	608	14,260	15
16	5,698	5,698	5,895	12,350	165,191	179,230	297	931	33,293	66,406	16
17	8,080	8,080	.....	737	1,446	1,464	394	490	5,291	7,730	17
18	71,213	142,067	29,576	29,698	164,169	464,260	43,221	52,974	2,325	7,947	18
19	2,024	2,024	.....	.....	.....	.....	195	4,059	.....	.....	19
20	29,172	34,096	2,092	2,394	16,496	21,534	1,756	46,039	84,078	178,528	20
21	.....	.....	3,063	3,063	*956*	8,067	17,879	78,023	52,401	100,266	21
22	7,509	22,109	5,760	6,042	4,804	4,888	165,867	211,986	5,729	21,042	22
23	12,857	12,857	6,300	6,300	10,005	10,005	6,429	16,588	.....	173	23
24	.....	319,536	.....	.....	.....	.....	.....	.....	.....	.....	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
26	393	393	.....	.....	57,455	221,434	17,435	107,412	30,432	39,202	26
27	63	63	.....	.....	77	3,086	490	490	.....	.....	27
28	.....	.....	.....	.....	261,907	234,369	.....	.....	.....	.....	28
29	.....	.....	.....	.....	502,903	565,517	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	6,139	6,139	.....	.....	30
31	943	943	430	430	19,317	75,836	96,376	124,724	24,381	109,836	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	37	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	3,250	3,250	.....	.....	.....	.....	36
37	.....	.....	.....	*17,579*	.....	.....	.....	.....	.....	.....	37
38	$1,035,255	$1,549,423	[28] $1,183,832	[28] $1,740,316	$3,534,394	$6,566,955	$906,496	$2,436,975	$761,785	$1,769,147	38
39	.....	.....	.....	$1,110	.....	$2,395	.....	.....	$3,540	$3,540	39
40	.....	.....	.....	.....	$23	169	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	106	.....	.....	.....	.....	41
42	.....	.....	.....	.....	.....	7,000	.....	.....	218	218	42
43	$24	$24	.....	.....	.....	191,094	.....	.....	18,900	18,900	43
44	7,046	7,046	.....	1,200	9,477	42,682	.....	.....	.....	.....	44
45	$7,070	$7,070	.....	$2,310	$9,500	$243,446	.....	.....	$22,657	$22,657	45
46	$1,042,325	$1,556,493	[28] $1,183,832	[28] $1,742,626	$3,543,894	$6,810,401	$906,496	$2,436,975	$784,442	$1,791,804	46
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
47	$33,377	.....	$188,669	$230,591	.....	.....	$365,724	$3,533,419	$37,727	.....	47
48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
49	1,500	.....	117,573	117,573	$254,074	.....	113,529	427,924	12,918	.....	49
50	575,643	.....	104,341	3,392,181	2,323	.....	1,804,615	10,919,448	99,296	.....	50
51	1,380	.....	*6,417*	*6,417*	*15,000*	.....	*83,712*	192,865	*625*	.....	51
52	.....	.....	.....	.....	23,910	.....	.....	.....	.....	.....	52
53	$611,900	[1] $7,215,721	[8] $1,436,933	[9] $8,308,268	$265,308	[1] $9,439,060	$2,200,157	$15,073,656	$149,316	[1] $7,940,820	53
54	.....	$1,556,493	.....	$1,742,626	.....	$6,810,401	.....	$2,436,975	.....	$1,791,804	54
55	.....	21,299,014	.....	45,262,295	.....	38,651,961	.....	23,678,369	.....	69,856,569	55
56	.....	$22,855,507	.....	$47,004,921	.....	$45,462,362	.....	$26,115,344	.....	$71,648,373	56
57	.....	7,215,721	.....	8,308,268	.....	9,439,060	.....	15,073,656	.....	7,940,820	57
58	.....	$30,071,228	.....	$55,313,189	.....	$54,901,422	.....	$41,189,000	.....	$79,589,193	58
59	.....	144.45	.....	531.04	.....	313.89	.....	346.39	.....	318.77	59
60	.....	$208,177	.....	$104,160	.....	$174,907	.....	$118,909	.....	$249,676	60
61	.....	$158,224	.....	$88,514	.....	$144,835	.....	$75,393	.....	$224,765	61
62	.....	$49,953	.....	$15,645	.....	$30,071	.....	$43,516	.....	$24,911	62
63	.....	470.81	.....	559.34	.....	389.97	.....	566.88	.....	545.87	63
64	.....	$15,326	.....	$14,854	.....	$24,205	.....	$26,591	.....	$14,547	64

[1] Of this amount details were given only for expenditures during period since June 30, 1907. [8] Includes $1,032,766, items not distributed. [9] Includes $3,443,968, " Cost of equipment October 1, 1887, the date this company acquired its property," less a credit therefrom of $1323; also includes $1,131,695, items not distributed. [28] Includes $517,113, items not distributed.

STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June
revised classification of accounts, the charges in many instances include transfers as well as cost of property installed.
ranking on the basis of railroad operating revenues, see page 23.

Line No.	Item.	Rutland. 15		Central New England. 16		New York, Susquehanna & Western. 17		Buffalo & Susquehanna. 18		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Engineering	.....	.....	$9,187	$17,698	$2,724	$6,148	$40	*$6,014*	1
2	Right of way and station grounds	.....	$533	56,966	102,052	*100*	49,997	7,159	*264,504*	2
3	Real estate	$350	2,196	.....	6,169	*700*	*700*	.....	.....	3
4	Grading	.....	.....	212,727	368,184	296	2,062	15,621	80,551	4
5	Tunnels	.....	.....	.....	.....	1,563	1,563	.....	.....	5
6	Bridges, trestles, and culverts	.....	.....	32,669	374,151	42,035	43,124	*1,538*	*5,672*	6
7	Ties	.....	.....	4,015	32,210	*1,032*	1,274	2,112	6,210	7
8	Rails	.....	.....	*4,948*	46,975	22,490	25,718	1,538	14,763	8
9	Frogs and switches	.....	.....	7,373	8,694	651	1,668	312	3,924	9
10	Track fastenings and other material	.....	.....	392	9,276	8,840	9,313	678	2,461	10
11	Ballast	.....	.....	13,865	16,826	*179*	*136*	*236*	17,364	11
12	Track laying and surfacing	.....	.....	8,026	23,807	*822*	733	1,027	22,757	12
13	Roadway tools	.....	.....	.....	.....	.....	.....	*2*	1,279	13
14	Fencing right of way	.....	.....	*1,707*	411	.....	.....	.....	1,757	14
15	Crossings and signs	.....	.....	*98*	94	1,768	28,458	*57*	880	15
16	Interlocking and other signal apparatus	.....	.....	23,802	24,243	412	8,307	*1*	3,789	16
17	Telegraph and telephone lines	850	850	.....	.....	82	82	.....	.....	17
18	Station buildings and fixtures	.....	.....	*3,465*	18,451	8,162	16,255	.....	3,277	18
19	General office buildings and fixtures	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Shops, engine houses, and turntables	.....	.....	.....	977	204	204	245	336	20
21	Shop machinery and tools	.....	.....	.....	.....	919	1,271	.....	.....	21
22	Water stations	.....	.....	8,061	19,650	.....	.....	*167*	5,480	22
23	Fuel stations	.....	.....	.....	6,430	.....	1,033	57	58	23
24	Grain elevators	.....	.....	.....	.....	.....	.....	.....	.....	24
25	Storage warehouses	.....	.....	.....	.....	.....	.....	.....	.....	25
26	Dock and wharf property	.....	.....	.....	.....	.....	40,757	*5,048*	*200,727*	26
27	Electric light plants	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Electric power plants	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Electric power transmission	.....	.....	.....	.....	.....	.....	.....	.....	29
30	Gas producing plants	.....	.....	.....	.....	.....	.....	.....	.....	30
31	Miscellaneous structures	.....	.....	*9,484*	*9,484*	233	941	*888*	*9,174*	31
32	Transportation of men and material	.....	.....	.....	106	.....	.....	.....	.....	32
33	Rent of equipment	.....	.....	.....	.....	.....	.....	.....	3,001	33
34	Repairs of equipment	.....	.....	.....	.....	.....	.....	.....	1,814	34
35	Earnings and optg. exps. during construction	.....	.....	.....	.....	.....	.....	1,475	11,113	35
36	Injuries to persons during construction	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Cost of road purchased	.....	.....	.....	.....	.....	.....	.....	.....	37
38	Total expenditures for road	$1,200	$3,579	$357,380	$1,066,917	$87,545	$238,071	$22,327	*$305,279*	38
39	Law expenses	.....	$4,600	.....	.....	.....	.....	$47	$390	39
40	Stationery and printing	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Insurance	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Taxes	.....	.....	.....	.....	.....	.....	129	*2,141*	42
43	Interest and commissions	.....	.....	.....	.....	.....	.....	.....	*37,603*	43
44	Other expenditures	.....	.....	.....	.....	.....	.....	*50*	*106*	44
45	Total general expenditures	.....	$4,600	.....	.....	.....	.....	$126	*$39,460*	45
46	Total direct and general expenditures	$1,200	$8,179	$357,380	$1,066,917	$87,545	$238,071	$22,453	*$344,739*	46
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
47	Steam locomotives	$135,900	$651,709	$46,986	.....	$38,508	.....	$15,788	$499,891	47
48	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	48
49	Passenger-train cars	.....	251,667	95,426	.....	74,728	.....	.....	71,305	49
50	Freight-train cars	42,759	559,570	872	.....	*124,272*	.....	215,922	2,917,800	50
51	Work equipment	.....	637,058	*2,056*	.....	*673*	.....	8,036	42,374	51
52	Floating equipment	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Total expenditures for equipment	$178,659	$2,100,004	$141,228	[1] $771,150	*$11,708*	[10]	$239,747	$3,531,370	53
54	Expenditures for road since June 30, 1907	.....	$8,179	.....	$1,066,917	.....	$238,071	.....	*$344,739*	54
55	Expenditures for road prior to July 1, 1907	.....	18,203,229	.....	16,539,765	.....	[10] 33,526,671	.....	6,323,487	55
56	Total expenditures for road to June 30, 1910	.....	$18,211,408	.....	$17,606,682	.....	[10]$33,764,742	.....	$5,978,748	56
57	Total expenditures for eqpt. to June 30, 1910	.....	2,100,004	.....	771,150	.....	[10] *11,156*	.....	3,531,370	57
58	Total exp. for road and eqpt. to June 30, 1910	.....	$20,311,412	.....	$18,377,832	.....	$33,753,586	.....	$9,510,118	58
59	Miles of road owned June 30, 1910	.....	397.11	.....	149.42	.....	128.25	.....	86.07	59
60	Av. cost rd. and eqpt. per mile owned June 30'10.	.....	$51,148	.....	$122,988	.....	$263,185	.....	$110,493	60
61	Av. cost rd. per mile owned June 30, 1910	.....	$45,859	.....	$117,833	.....	[10]	.....	$69,464	61
62	Av. cost eqpt. per mile owned June 30, 1910	.....	$5,288	.....	$5,169	.....	[10]	.....	$41,029	62
63	Miles of road operated June 30, 1910	.....	468.11	.....	278.53	.....	152.00	.....	360.89	63
64	Av. cost eqpt. per mile optd. June 30, 1910	.....	$4,486	.....	$2,768	.....	[10]	.....	$9,785	64

[1] Of this amount details were given only for expenditures during period since June 30, 1907.

[10] Expenditures for equipment prior to June 30, 1907, are included in cost of road.

TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies
30, 1907, but wherever practicable they include also the equipment prior to July 1, 1907.
The expenditures since June 30, 1907, including those during the year, cover charges to both capital and income. Owing to adjustments made necessary by the
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their
Figures in *italics* denote *credits*.

Line No.	Lehigh & Hudson River. 19		Pittsburg, Shawmut & Northern (Receiver). 20		Pittsburg, Shawmut & Northern (Corporation). 20½		Ulster & Delaware. 21		Syracuse, Binghamton & New York. 22		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
1	$25,691	$376,108	$487,019	$692,401	*$2,670*	*$189,590*	$21,460	$63,683	$64,021	$117,014	1
2	.....	.....	182	2,743	.....	.....	.....	.....	.....	.....	2
3	$25,691	$376,108	$487,201	$695,144	*$2,670*	*$189,590*	$21,460	$63,683	$64,021	$117,014	3
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
4	.....	$626,588	*$4,875*	$147,597	.....	$69,364	$1,495	$396,633	.....	$136,358	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	46,844	.....	.....	.....	7,500	*556*	231,874	.....	24,818	6
7	*$14,301*	755,834	*13,918*	494,028	$1,200	556,782	.....	59,762	.....	417,496	7
8	.....	.....	*400*	11,146	.....	.....	.....	6,300	.....	7,667	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	*$14,301*	$1,429,265	*$19,193*	$652,771	$1,200	$633,646	$939	$694,568	.....	$586,339	10
11	.....	$376,108	.....	$695,144	.....	*$189,590*	.....	$63,683	.....	$117,014	11
12	.....	3,216,861	.....	382,147	.....	23,741,172	.....	4,656,430	.....	4,144,086	12
13	.....	$3,592,969	.....	$1,077,291	.....	$23,551,582	.....	$4,720,113	.....	$4,261,100	13
14	.....	1,429,265	.....	652,771	.....	633,646	.....	694,568	.....	586,339	14
15	.....	$5,022,234	.....	$1,730,062	.....	$24,185,228	.....	$5,414,681	.....	$4,847,439	15
16	.....	73.90	.....	159.97	.....	159.97	.....	128.90	.....	80.95	16
17	.....	$67,960	.....	$10,815	.....	$151,186	.....	$42,007	.....	$59,882	17
18	.....	$48,619	.....	$6,734	.....	$147,225	.....	$36,618	.....	$52,639	18
19	.....	$19,341	.....	$4,081	.....	$3,961	.....	$5,388	.....	$7,243	19
20	.....	96.60	.....	240.39	.....	240.39	.....	128.90	.....	80.95	20
21	.....	$14,796	.....	$2,715	.....	$2,636	.....	$5,388	.....	$7,243	21

Line No.	Fonda, Johnstown & Gloversville. 28		Dunkirk, Allegheny Valley & Pittsburgh. 29		Lake Champlain & Moriah. 30		New York & Ottawa. 31		Terminal Railway of Buffalo. 32		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907	During year.	Since June 30, 1907.	
1	[11] $26,250	[12] $135,315	$13,063	$16,695	$59,268	$85,878	$9,507	$37,630	$115,609	.....	1
2	.....	.....	.....	.....	646	871	.....	.....	33,249	.....	2
3	[11] $26,250	[12] $135,315	$13,063	$16,695	$59,914	$86,749	$9,507	$37,630	$148,858	$708,368	3
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
4	*$2,450*	$1,207	*$5,945*	.....	.....	$56,026	$8,400	.....	.....	.....	4
5	.....	7,528	.....	.....	.....	.....	.....	.....	.....	.....	5
6	9,806	268,465	*11,625*	.....	$630	2,730	990	.....	.....	.....	6
7	.....	10,876	*750*	.....	17,105	79,831	*2,400*	.....	.....	.....	7
8	.....	.....	*617*	.....	.....	2,116	500	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	$7,356	$288,075	*$18,937*	[10]	$17,735	$140,703	$7,490	[1] $15,152	.....	.....	10
11	.....	$135,315	.....	$16,695	.....	$86,749	.....	$37,630	.....	$708,368	11
12	.....	[13] 9,168,655	.....	[29] 4,200,000	.....	186,400	.....	2,723,327	.....	2,518,256	12
13	.....	[13] $9,303,970	.....	[10] $4,216,695	.....	$273,149	.....	$2,760,957	.....	$3,226,624	13
14	.....	[13] 288,075	.....	[10] *18,937*	.....	140,703	.....	15,152	.....	.....	14
15	.....	$9,592,045	.....	$4,197,758	.....	$413,852	.....	$2,776,109	.....	$3,226,624	15
16	.....	[14] 74.13	.....	90.51	.....	7.00	.....	69.27	.....	11.02	16
17	.....	$129,394	.....	$46,379	.....	$59,122	.....	$40,076	.....	$292,797	17
18	.....	[13]	.....	[10]	.....	$39,021	.....	$39,858	.....	$292,797	18
19	.....	[13]	.....	[10]	.....	$20,104	.....	$219	.....	.....	19
20	.....	84.36	.....	90.51	.....	7.00	.....	69.60	.....	11.02	20
21	.....	[13]	.....	[10]	.....	$20,104	.....	$218	.....	.....	21

[1] Of this amount details were given only for expenditures during period since June 30, 1907. [10] Expenditures for equipment prior to June 30, 1907, are included in cost of road. [11] Includes $297 "Track bonding," and $13,739 "Paving electric division". [12] Includes $297 "Track bonding," $38,848 "Paving electric division," and $728 "Special work, electric division". [13] The cost of equipment acquired with road of consolidated companies is not segregated, but is included in the total of "Expenditures for road prior to June 30, 1907". [14] Includes both steam and electric railroad. Mileage operated in steam railroad division is 31.62 miles. [29] Cost of road and equipment June 30, 1907, on corporation's books; expenditures since that date represent charges to income of the operating corporation (N. Y. C. & H. R. R.R. Co.).

STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June

revised classification of accounts, the charges in many instances include transfers as well as cost of property installed.
ranking on the basis of railroad operating revenues, see page 23.

Line No.	Item.	South Buffalo. 23		Lehigh & New England. 24		New Jersey & New York. 25		St. Lawrence & Adirondack. 26		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures	$11,613	$48,085	$60,646	$329,153	$7,215	$42,990	$3,388	$7,666	1
2	General expenditures	.....	.....	.....	137,848	.....	.....	.....	.....	2
3	Total direct and general expenditures for road	$11,613	$48,085	$60,646	$467,001	$7,215	$42,990	$3,388	$7,666	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	$46,434	$301,107	$7,669	$265,212	.....	$86,848	.....	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	*32,100*	3,800	*40*	12,500	.....	117,565	.....	.....	6
7	Freight-train cars	.....	87,356	7,610	594,745	.....	41,425	.....	.....	7
8	Work equipment	.....	.....	403	20,725	.....	8,997	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment	$14,334	$392,264	$15,641	$893,182	.....	$254,834	.....	$86,742	10
11	Expenditures for road since June 30, 1907	.....	$48,085	.....	$467,000	.....	$42,990	.....	$7,666	11
12	Expenditures for road prior to July 1, 1907	.....	826,509	.....	4,451,984	.....	2,875,434	.....	2,805,227	12
13	Total expenditures for road to June 30, 1910	.....	$874,594	.....	$4,918,984	.....	$2,918,424	.....	$2,812,893	13
14	Total expenditures for eqpt. to June 30, 1910	.....	392,264	.....	893,182	.....	254,834	.....	86,742	14
15	Total exp. for road and eqpt. to June 30, 1910	.....	$1,266,858	.....	$5,812,166	.....	$3,173,258	.....	$2,899,635	15
16	Miles of road owned June 30, 1910	.....	7.17	.....	126.20	.....	34.50	.....	43.07	16
17	Av. cost rd. and eqpt. per mile owned June 30'10	.....	$176,689	.....	$46,055	.....	$91,978	.....	$67,324	17
18	Av. cost rd. per mile owned June 30, 1910	.....	$121,980	.....	$38,978	.....	$84,592	.....	$65,310	18
19	Av. cost eqpt. per mile owned June 30, 1910	.....	$54,709	.....	$7,078	.....	$7,386	.....	$2,014	19
20	Miles of road operated June 30, 1910	.....	35.20	.....	169.84	.....	47.76	.....	65.29	20
21	Av. cost eqpt. per mile optd. June 30, 1910	.....	$11,144	.....	$5,259	.....	$5,336	.....	$1,329	21

Line No.	Item.	Greenwich & Johnsonville. 33		Genesee & Wyoming. 34		Jamestown, Chautauqua & Lake Erie. 35		New York & Pennsylvania. 36		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures	$3,111	$418,558	.....	.....	*$520*	$683	.....	.....	1
2	General expenditures	.....	33,846	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures for road	$3,111	$452,404	.....	.....	*$520*	$683	.....	.....	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	.....	.....	*$2,000*	$10,164	.....	$17,638	.....	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	.....	.....	.....	2,600	.....	496	.....	.....	6
7	Freight-train cars	*$200*	.....	.....	.....	.....	.....	.....	.....	7
8	Work equipment	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment	*$200*	$28,266	*$2,000*	$12,764	.....	[15] $23,272	.....	.....	10
11	Expenditures for road since June 30, 1907	.....	$452,404	.....	.....	.....	$683	.....	.....	11
12	Expenditures for road prior to July 1, 1907	.....	595,381	.....	$1,013,172	.....	1,594,736	.....	.....	12
13	Total expenditures for road to June 30, 1910	.....	$1,047,785	.....	$1,013,172	.....	$1,595,419	.....	.....	13
14	Total expenditures for eqpt. to June 30, 1910	.....	28,266	.....	12,764	.....	23,272	.....	.....	14
15	Total exp. for road. and eqpt. to June 30, 1910	.....	$1,076,051	.....	$1,025,936	.....	$1,618,691	.....	$1,070,000	15
16	Miles of road owned June 30, 1910	.....	31.62	.....	16.16	.....	10.08	.....	56.13	16
17	Av. cost rd. and eqpt. per mile owned June 30'10	.....	$34,031	.....	$63,486	.....	$160,584	.....	$19,063	17
18	Av. cost rd. per mile owned June 30, 1910	.....	$33,137	.....	$62,691	.....	$158,276	.....	.....	18
19	Av. cost eqpt. per mile owned June 30, 1910	.....	$894	.....	$790	.....	$2,309	.....	.....	19
20	Miles of road operated June 30, 1910	.....	31.62	.....	16.16	.....	[16] 38.59	.....	56.13	20
21	Av. cost eqpt. per mile optd. June 30, 1910	.....	$894	.....	$790	.....	$603	.....	.....	21

[15] Includes $2572 " Other equipment," and $2566 " New equipment". [16] Includes 3.46 miles, Clifton to Falconer, not operated during year ended June 30, 1910

TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies
30, 1907, but wherever practicable they include also the equipment prior to July 1, 1907.
The expenditures since June 30, 1907, including those during the year, cover charges to both capital and income. Owing to adjustments made necessary by the
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their
Figures in *italics* denote *credits*.

Line No.	Delaware & Eastern (Corporation),[17] 37		Norwood & St. Lawrence. 38		Connecting Terminal. 39	Little Falls & Dolgeville. 40		Catskill Mountain. 41		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
1	$57,462	$66,534	$82,688	$274,332	*$55*	$9,049	$10,489	$791	$2,576	1
2	525,933	655,783	787	1,433	.....	.....	.....	.....	.....	2
3	$583,395	$722,316	$83,475	$275,765	*$55*	$9,049	$10,489	$791	$2,576	3
		Total June 30, 1910.		Total June 30, 1910.			Total June 30, 1910.		Total June 30, 1910.	
4	.....	.....	$4,991	$27,338	.....	.....	.....	.....	$7,185	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	4,705	12,223	.....	$3,292	.....	$345	8,577	6
7	.....	.....	346	5,565	.....	*463*	.....	.....	4,176	7
8	.....	.....	6	12,840	.....	834	.....	.....	.....	8
9	.....	.....	7,242	7,242	.....	.....	.....	.....	.....	9
10	.....	.....	$17,290	$65,209	.....	$3,664	[10]	$345	[3] $19,937	10
11	.....	$722,316	.....	$275,765	.....	.....	$10,489	.....	$2,576	11
12	.....	144,175	.....	253,009	.....	.....	[10] 501,542	.....	[3] 437,200	12
13	.....	$866,491	.....	$528,774	$731,175	.....	$512,031	.....	[3] $439,776	13
14	.....	.....	.....	65,209	.....	.....	[10] 3,664	.....	[3] 19,937	14
15	.....	$866,491	.....	$593,983	$731,175	.....	$515,695	.....	$459,713	15
16	.....	45.89	.....	18.52	1.00	.....	10.08	.....	15.75	16
17	.....	$18,881	.....	$32,073	.....	.....	$51,160	.....	$29,188	17
18	.....	.....	.....	$28,556	$731,175	.....	[10]	.....	[3]	18
19	.....	$18,881	.....	$3,521	.....	.....	[10]	.....	[3]	19
20	.....	45.89	.....	18.52	1.00	.....	13.97	.....	19.52	20
21	.....	.....	.....	$3,521	.....	.....	[10]	.....	[3]	21

Line No.	Silver Lake. 46		Owasco River. 47		Skaneateles. 48		Bath & Hammondsport. 49		United States & Canada. 50	Line No
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	
1	$230	$2,225	.....	$5,558	.....	.....	.....	$145	.....	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$230	$2,225	.....	$5,558	.....	.....	.....	$145	.....	3
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		
4	.....	$4,465	.....	$22,184	.....	$22,161	.....	$15,648	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	2,306	.....	.....	.....	9,344	.....	13,598	.....	6
7	.....	111,726	$7,030	24,380	.....	800	.....	2,693	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	$118,497	$7,030	$46,564	.....	$33,305	.....	$31,940	.....	10
11	.....	$2,225	.....	$5,558	.....	.....	.....	$145	.....	11
12	.....	142,499	.....	54,393	.....	$168,778	.....	378,808	$669,950	12
13	.....	$144,724	.....	$59,951	.....	$168,778	.....	$378,953	$669,950	13
14	.....	118,497	.....	46,564	.....	33,305	.....	31,940	.....	14
15	.....	$263,221	.....	$106,515	.....	$202,083	.....	$410,893	$669,950	15
16	.....	6.86	.....	.42	.....	5.00	.....	10.00	22.18	16
17	.....	$38,370	.....	$253,607	.....	$40,417	.....	$41,089	.....	17
18	.....	$21,097	.....	$142,740	.....	$33,756	.....	$37,895	$30,205	18
19	.....	$17,274	.....	$110,867	.....	$6,661	.....	$3,194	.....	19
20	.....	6.86	.....	2.16	.....	5.00	.....	10.00	22.18	20
21	.....	$17,274	.....	$21,557	.....	$6,661	.....	$3,194	.....	21

[3] Cost of equipment purchased with road is not separated from cost of road. Expenditures for equipment prior to June 30, 1907, are included in cost of ad. [17] The figures given are for expenditures to February 28, 1910, at which time the road went into the hands of receivers who report no expenditures on account of road and equipment since that date.

STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June

revised classification of accounts, the charges in many instances include transfers as well as cost of property installed.
ranking on the basis of railroad operating revenues, see page 23.

Line No.	Item.	New York, Auburn & Lansing. 42		Cooperstown & Charlotte Valley. 43		Niagara Junction. 44		Unadilla Valley. 45		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures	[20] $3,792	[20] $5,930	.....	$895	$304	$2,596	$2,688	$6,145	1
2	General expenditures	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures for road.	[20] $409,868	[20] $1,058,514	.....	$895	$304	$2,596	$2,688	$6,145	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	[20] $1,234	[20] $1,234	.....	.....	.....	$15,549	$5,975	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	[20] 2,627	[20] 2,627	.....	.....	.....	.....	.....	.....	6
7	Freight-train cars	.....	.....	.....	.....	.....	1,400	.....	.....	7
8	Work equipment	.....	.....	.....	.....	.....	4	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment	[20] $3,861	[20] $3,861	.....	.....	.....	$16,952	$5,975	[10].....	10
11	Expenditures for road since June 30, 1907	.....	[20] $1,058,514	.....	$895	.....	$2,596	.....	$6,145	11
12	Expenditures for road prior to July 1, 1907	.....	[20] 925,000	.....	.....	.....	437,166	.....	[10] 405,064	12
13	Total expenditures for road to June 30, 1910	.....	[20] $1,983,514	.....	.....	.....	$439,762	.....	[10] $411,209	13
14	Total expenditures for eqpt. to June 30, 1910.	.....	[20] 3,861	.....	.....	.....	16,952	.....	[10] 9,751	14
15	Total exp. for road and eqpt. to June 30, 1910.	.....	$1,987,375	.....	$71,040	.....	$456,714	.....	$420,960	15
16	Miles of road owned June 30, 1910	.....	35.42	.....	4.51	.....	4.86	.....	19.14	16
17	Av. cost rd. and eq. per mi. owned June 30'10.	.....	$56,109	.....	$15,752	.....	$93,974	.....	$21,994	17
18	Av. cost rd. per mile owned June 30, 1910	.....	[20]	.....	.....	.....	$90,486	.....	[10]	18
19	Av. cost eqpt. per mile owned June 30, 1910.	.....	[20]	.....	.....	.....	$3,488	.....	[10]	19
20	Miles of road operated June 30, 1910	.....	37.30	.....	23.99	.....	4.86	.....	19.14	20
21	Av. cost eqpt. per mile optd. June 30, 1910.	.....	[20]	.....	.....	.....	$3,488	.....	[10]	21

Line No.	Item.	Buffalo, Attica & Arcade. 51		Raquette Lake. 52		Lowville & Beaver River. 53		Dansville & Mount Morris. 54		Erie & C. N. Y. 55	Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	
	Direct and general expenditures for road:										
1	Direct expenditures	*$3,893*	*$2,472*	$1,116	$9,769	$6,314	$17,522	.....	$3,983	.....	1
2	General expenditures	.....	.....	.....	.....	.....	708	.....	.....	.....	2
3	Total direct and general expenditures for road	*$3,893*	*$2,472*	$1,116	$9,769	$6,314	$18,230	.....	$3,983	.....	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		
	Expenditures for equipment:										
4	Steam locomotives	*$1,000*	$8,068	.....	$5,080	.....	$10,250	.....	.....	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	*500*	7,667	.....	.....	.....	3,300	.....	.....	.....	6
7	Freight-train cars	*650*	150	.....	.....	.....	1,450	.....	.....	.....	7
8	Work equipment	500	1,700	.....	.....	.....	2,414	.....	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment	*$1,650*	$17,585	.....	$5,080	.....	$17,414	.....	.....	.....	10
11	Expenditures for road since June 30, 1907	*$2,472*	.....	$9,769	.....	$18,230	.....	$3,983	.....	.....	11
12	Expenditures for road prior to July 1, 1907	503,742	.....	477,700	.....	186,171	.....	.....	.....	$251,889	12
13	Total expenditures for road to June 30, 1910	$501,270	.....	$487,469	.....	$204,401	.....	.....	.....	$251,889	13
14	Total expenditures for eqpt. to June 30, 1910.	17,585	.....	5,080	.....	17,414	.....	.....	.....	.....	14
15	Total exp. for road and eqpt. to June 30, 1910.	$518,855	.....	$492,549	.....	$221,815	.....	$232,099	.....	$251,889	15
16	Miles of road owned June 30, 1909	27.41	.....	18.13	.....	10.44	.....	12.53	.....	18.31	16
17	Av. cost rd. and eq't per mi. owned June 30,'10	$18,929	.....	$27,168	.....	$21,247	.....	$18,523	.....	$13,757	17
18	Av. cost rd. per mile owned June 30, 1910	$18,288	.....	$26,887	.....	$19,579	.....	.....	.....	$13,757	18
19	Av. cost eqpt. per mile owned June 30, 1910.	$641	.....	$280	.....	$1,668	.....	.....	.....	.....	19
20	Miles of road operated June 30, 1910	27.41	.....	24.27	.....	10.44	.....	14.88	.....	18.31	20
21	Av. cost eqpt. per mile optd. June 30, 1910	$641	.....	$209	.....	$1,668	.....	.....	.....	.....	21

[10] Expenditures for equipment prior to June 30, 1907, are included in cost of road. [20] $403,492 of the expenditures during the year and $1,050,000 of the expenditures since June 30, 1907, as well as the entire $925,000 reported prior to that date, represent payments under the construction contract for completed road, and apparently also for some equipment. These payments were made in securities of the respondent and have not been distributed. The remaining items represent expenditures made directly by the respondent and charged to its capital accounts.

TABLE 104: GROSS INVESTMENT IN ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The expenditures for road and equipment since June 30, 1907, are shown according to the officially prescribed classification. Since the classification embodies 30, 1907, but wherever practicable they include also the equipment prior to July 1, 1907.
The expenditures since June 30, 1907, including those during the year, cover charges to both capital and income. Owing to adjustments made necessary by the The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their Figures in *italics* denote *credits*.

Line No.	Marcellus & Otisco Lake. 56		Cranberry Lake. 57		Schoharie Valley. 58		Adirondack & St. Lawrence. 59		Sterling Mountain. 60		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
1	*$435*	$10,224	.....	$8,765	.....	.....	$277	$6,843	.....	.....	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	*$435*	$10,224	.....	$8,765	.....	.....	$277	$6,843	.....	.....	3
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
4	.....	.....	.....	$9,000	.....	$6,082	$86	$13,760	.....	[24] $60,505	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	$3	.....	.....	5,100	.....	4,000	.....	2,460	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	4,512	.....	[24] 142,256	7
8	62	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	$65	[1] $28,749	.....	$14,100	.....	$10,082	$86	$20,732	.....	[24] $202,761	10
11	$10,978	.....	$8,765	.....	.....	.....	$6,843	.....	.....	.....	11
12	379,146	.....	60,062	.....	$122,918	.....	188,264	.....	$311,123	.....	12
13	$390,124	.....	$68,827	.....	$122,918	.....	$195,107	.....	$311,123	.....	13
14	28,749	.....	14,100	.....	10,082	.....	20,732	.....	[24] 202,761	.....	14
15	$418,873	.....	$82,927	.....	$133,000	.....	$215,839	.....	$513,884	.....	15
16	9.05	.....	6.00	.....	4.38	.....	3.61	.....	7.60	.....	16
17	$46,284	.....	$13,821	.....	$30,365	.....	$59,789	.....	$67,616	.....	17
18	$43,108	.....	$11,470	.....	$28,063	.....	$54,046	.....	$40,937	.....	18
19	$3,177	.....	$2,350	.....	$2,302	.....	$5,737	.....	$26,679	.....	19
20	9.05	.....	6.00	.....	4.38	.....	3.61	.....	7.60	.....	20
21	$3,177	.....	$2,350	.....	$2,302	.....	$5,737	.....	$26,679	.....	21

Line No.	Glenfield & Western. 65		Middleburgh & Schoharie. 66		Tunesassa & Bradford. 67		Fulton Chain. 68		Champlain & St. L. 69	Catskill & Tannersville. 70		Line No.
	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	During year.	Since June 30, 1907.	
1	$2,499	$34,104	.....	.....	.....	$63	$394	$394	.....	$41	$902	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$2,499	$34,104	.....	.....	.....	$63	$394	$394	.....	$41	$902	3
		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.			Total June 30, 1910.	
4	$6,995	$25,310	.....	.....	.....	$3,055	.....	.....	.....	.....	$14,476	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	1,699	.....	.....	.....	.....	.....	.....	.....	$1,490	1,506	6
7	.....	4,278	.....	.....	.....	2,013	.....	.....	.....	.....	373	7
8	.....	395	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	$6,995	$31,682	.....	$6,000	.....	$5,068	.....	.....	.....	$1,490	$16,356	10
11	$34,104	.....	.....	.....	$63	.....	$394	.....	.....	$902	.....	11
12	221,769	.....	$97,500	.....	33,309	.....	60,079	.....	$50,000	117,972	.....	12
13	$255,873	.....	$97,500	.....	$33,372	.....	$60,473	.....	$50,000	$118,874	.....	13
14	31,683	.....	6,000	.....	5,068	.....	.....	.....	.....	16,356	.....	14
15	$287,556	.....	$103,500	.....	$38,440	.....	$60,473	.....	.....	$135,230	.....	15
16	19.45	.....	5.33	.....	5.98	.....	2.21	.....	1.21	5.25	.....	16
17	$14,784	.....	$19,419	.....	$6,428	.....	$27,363	.....	.....	$25,758	.....	17
18	$13,155	.....	$18,292	.....	$5,581	.....	$27,363	.....	$41,340	$22,643	.....	18
19	$1,629	.....	$1,125	.....	$847	.....	.....	.....	.....	$3,115	.....	19
20	19.45	.....	5.33	.....	5.98	.....	2.21	.....	1.21	5.25	.....	20
21	$1,629	.....	$1,125	.....	$847	.....	.....	.....	.....	$3,115	.....	21

[1] Of this amount details were given only for expenditures during period since June 30, 1907. [24] For the most part represents equipment which has been retired from service. A letter of the respondent dated April 21, 1910, states "This amount is being carried until there is no possibility of certain matured bonds being presented for payment".

STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

the then commonly used classification of expenditures for equipment, the totals for the various classes of equipment are not restricted to the investment since June

revised classification of accounts, the charges in many instances include transfers as well as cost of property installed.
ranking on the basis of railroad operating revenues, see page 23.

Line No.	Item.	Carthage & Copenhagen. 61		Kanona & Prattsburgh. 62		Keeseville, Ausable Chasm & Lake C. 63		Otis. 64		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures	$847	$11,735	.....	.....	*$117,320*	*$117,320*	.....	$1,120	1
2	General expenditures	798	8,065	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures for road	$1,645	$19,800	.....	.....	*$117,320*	*$117,320*	.....	$1,120	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	.....	.....	.....	$1,000	.....	$6,443	.....	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	.....	.....	.....	15,000	.....	4,500	.....	$97	6
7	Freight-train cars	.....	.....	.....	.....	.....	.....	.....	97	7
8	Work equipment	.....	.....	.....	219	.....	.....	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	606	.....	.....	9
10	Total expenditures for equipment	.....	[10].....	.....	$16,219	*$2,200*	[26] $9,349	.....	$193	10
11	Expenditures for road since June 30, 1907	$19,800	.....	.....	.....	*$117,320*	.....	$1,120	.....	11
12	Expenditures for road prior to July 1, 1907	[10] 109,694	.....	$181,704	.....	207,020	.....	180,860	.....	12
13	Total expenditures for road to June 30, 1910	[10] $129,494	.....	$181,704	.....	$89,700	.....	$181,980	.....	13
14	Total expenditures for equipment to June 30, 1910	[10] 12,019	.....	16,219	.....	9,349	.....	193	.....	14
15	Total exp. for road and eqpt. to June 30, 1910	$141,514	.....	$197,923	.....	$99,049	.....	$182,173	.....	15
16	Miles of road owned June 30, 1910	8.66	.....	11.44	.....	5.64	.....	1.08	.....	16
17	Av. cost rd. and eqpt. per mi. owned June 30, '10.	$16,341	.....	$17,301	.....	$17,562	.....	$168,679	.....	17
18	Av. cost rd. per mile owned June 30, 1910	[10].....	.....	$15,882	.....	$15,904	.....	$168,500	.....	18
19	Av. cost eqpt. per mile owned June 30, 1910	[10].....	.....	$1,418	.....	$1,658	.....	$179	.....	19
20	Miles of road operated June 30, 1910	8.66	.....	11.44	.....	5.64	.....	1.08	.....	20
21	Av. cost eqpt. per mile optd. June 30, 1910	[10].....	.....	$1,418	.....	$1,658	.....	$179	.....	21

Line No.	Item.	Port Chester Terminal. 71		Dexter & Northern. [27] 72		Erie Terminals. 73		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:							
1	Direct expenditures	.....	$101	$16,691	$16,691	$50,531	$331,400	1
2	General expenditures	.....	.....	.....	.....	*345*	2,063	2
3	Total direct and general expenditures for road	.....	$101	$16,691	$16,691	$50,186	$333,463	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:							
4	Steam locomotives	.....	.....	.....	.....	.....	.....	4
5	Electric locomotives	.....	.....	.....	.....	.....	.....	5
6	Passenger-train cars	.....	.....	$1,341	$1,341	.....	.....	6
7	Freight-train cars	.....	.....	2,750	2,750	.....	.....	7
8	Work equipment	.....	.....	.....	.....	.....	.....	8
9	Floating equipment	.....	.....	.....	.....	.....	.....	9
10	Total expenditures for equipment	.....	.....	$4,090	$4,090	.....	.....	10
11	Expenditures for road since June 30, 1907	$101	.....	$16,691	.....	$333,463	.....	11
12	Expenditures for road prior to July 1, 1907	11,060	.....	.....	.....	114,743	.....	12
13	Total expenditures for road to June 30, 1910	$11,161	.....	$16,691	.....	$448,206	.....	13
14	Total expenditures for eqpt. to June 30, 1910	.....	.....	4,090	.....	.....	.....	14
15	Total exp. for road and eqpt. to June 30, 1910	$11,161	.....	$20,781	.....	$448,206	.....	15
16	Miles of road owned June 30, 1910	.54	.....	2.00	.....	1.27	.....	16
17	Av. cost rd. and eqpt. per mile owned June 30, 1910	$20,558	.....	$10,391	.....	$352,918	.....	17
18	Av. cost rd. per mile owned June 30, 1910	$20,558	.....	$8,345	.....	$352,918	.....	18
19	Av. cost eqpt. per mile owned June 30, 1910	.....	.....	$2,045	.....	.....	.....	19
20	Miles of road operated June 30, 1910	.54	.....	2.00	.....	.....	.....	20
21	Av. cost eqpt. per mile optd. June 30, 1910	.....	.....	$2,045	.....	.....	.....	21

For capital accounts of No. 27, Buffalo Creek Railroad Co., see Table 104L.
[10] Expenditures for equipment prior to June 30, 1907, are included in cost of road. [26] Includes credit of $2200 not distributed. [27] "The principal cost of property and locomotives used by this company is not included since the title to it is in the Dexter Sulphite Pulp & Paper Co."

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

Part A: Funded Debt Other Than Equipment Obligations.

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are no segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per cent.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Actually outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[1]
1	**Pennsylvania:**									
	Mortgage bonds:									
	Gen. mtge. sterling coupon	1867	1910	6	Jan & Jul	$35,000,000	$9,193,660	$675,280	$675,775	$4,860
	Gen. mtge. dollar coupon	1867	1910	6	Jan & Jul		1,315,000	117,740	120,170	6,120
	Gen. mtge. dollar reg	1867	1910	6	Apr & Oct		2,484,000	252,031	252,181	.....
	Consol. mtge. sterling coupon	1873	1905	6	.....	100,000,000	.....	.....	29	3,550
	Consol. mtge. dollar coupon	1875	1905	6	.....		.....	.....	.....	2,070
	Consol. mtge. dollar reg	1879	1919	5	M, J, S, D		3,498,000	174,900	174,913	.....
	Consol. mtge. dollar coupon	1879	1919	5	Mar & Sep		1,500,000	75,000	75,075	200
	Consol. mtge. dollar coupon	1893	1943	4	May & Nov		2,633,000	106,220	107,380	860
	Consol. mtge. sterling coupon and reg	1895	1945	3.5	Jan & Jul		4,850,000	169,750	168,137	2,309
	Consol. mtge. sterling coupon and reg	1908	1948	4	May & Nov		19,400,000	776,000	399,524	389,513
	Consol. mtge. dollar coupon and reg	1908	1948	4	May & Nov		19,989,000	800,000	801,840	8,840
	Penn. R.R. Co. real estate mtge	1893	1923	4	May & Nov	2,000,000	2,000,000	80,000	76,700	4,980
	Sun. & Lew. Ry. 1st mtge. coupon	1896	1936	4	Jan & Jul	600,000	500,000	20,000	20,000	.....
	River Front R.R. 1st mtge. reg	1882	1912	4.5	May & Nov	216,000	212,000	9,540	9,540	.....
	Westchester R.R. 1st mtge. reg	1879	1919	5	Mar & Sep	75,000	75,000	3,750	3,750	.....
	West. Penn. R.R. consol. mtge	1888	1928	4	Jun & Dec	5,000,000	3,999,000	159,960	159,600	8,340
	P. V. & C. Ry. 1st mtge	1904	1943	4	May & Nov	6,000,000	6,000,000	240,000	241,920	1,120
	S. W. Penn. Ry., 1st mtge	1877	1917	7	Feb & Aug	1,000,000	262,000	18,340	18,340	.....
	P. & E. R.R., gen. mtge. coupon	1869	1920	6	Jan & Jul	20,000,000	4,999,000	299,940	300,300	660
	P. & E. R.R., gen. mtge. reg	1869	1920	5	Apr & Oct		5,000,000	250,000	250,125	.....
	P. & E. R.R., gen. mtge. reg	1869	1920	4	Apr & Oct		5,880,000	235,200	235,200	.....
	B. E. Valley R.R., 1st mtge. reg	1880	1910	6	Jan & Jul	400,000	.....	8,520	17,040	.....
	Junct. R.R., gen. mtge	1900	1930	3.5	Apr & Oct	725,000	564,000	19,373	19,373	.....
	S. H. & W. Ry., 1st mtge. coupon	1878	1928	5	May & Nov	1,000,000	1,000,000	50,000	50,173	565
	A. V. Ry., gen. mtge. reg. coupon	1892	1942	4	Mar & Sep	20,000,000	20,000,000	184,444	.....	1,580
	Collateral trust bonds:									
	Collateral gold notes	1907	1910	5	Mar & Sep	60,000,000	.....	1,734,579	2,626,954	6,500
	Collateral trust loan	1889	1913	4.5	Jun & Dec	10,000,000	9,786,000	440,370	442,327	12,015
	P. W. & B. R.R., stock trust certificates	1881	1921	4	Jan & Jul	10,000,000	7,435,000	297,400	297,400	.....
	N. Y., P. & N. R.R., stock trust certificates	1908	1948	4	Jun & Dec	7,500,000	7,478,000	299,120	299,120	.....
	Debentures, plain bonds, and promissory notes:									
	Convertible gold bonds	1902	1912	3.5	May & Nov	50,000,000	10,222,500	414,940	446,574	49,219
	Convertible gold bonds	1905	1915	3.5	Jan & Dec	100,000,000	86,799,000	3,026,050	3,092,442	210,543
	Income bonds:									
	S. H. & W. Ry., 2nd mtge	1878	1938	6	May & Nov	1,350,000	851,500	51,090	50,826	2,304
	Other funded debt:									
	Equipment trust gold bonds	1889	1914	4	Mar & Sep	3,000,000	2,543,000	101,800	54,380	64,900
	Real estate mtges. and ground rents	....	....	....	.....	3,797,861	3,797,861	[2] 126,070	126,070	.....
	Totals	....	....	....	.....	$437,663,861	$244,266,521	$11,017,407	$11,613,178	$781,048
2	**New York Central & Hudson River:**									
	Mortgage bonds:									
	Gold	1897	1997	3.5	Jan & Jul	$100,000,000	$89,000,000	$3,115,000	$3,115,000	$1,557,500
	Collateral trust bonds:									
	Lake Shore	1898	1998	3.5	Feb & Aug	100,000,000	90,578,400	3,170,244	3,170,244	.....
	Michigan Central	1898	1998	3.5	Feb & Aug	21,550,000	19,336,445	676,776	676,776	.....
	Debentures, plain bonds, and promissory notes:									
	Three-year gold notes	1907	1910	5	Feb & Aug	30,000,000	195,000	[3] 729,167	1,250,000	.....
	Gold debentures	1904	1934	4	May & Nov	50,000,000	48,000,000	[3] 1,820,000	1,820,000	.....
	Debentures	1900	2000	3.5	Jan & Jul	5,500,000	5,500,000	[3] 192,500	192,500	96,250
	Other funded debt:									
	Real estate mortgage	1901	1920	4	M, A, N, F	.....	150,000	[3] 6,000	6,000	.....
	Spuyten Duyvil & Pt. Morris R.R., mtge	1909	1959	3.5	Jun & Dec	2,500,000	2,500,000	82,882	87,500	.....
	Totals	....	....	....	.....	$309,550,000	$255,259,845	$9,792,569	$10,318,020	$1,653,750
3	**New York, New Haven & Hartford:**									
	Mortgage bonds:									
	N. Y., N. H. & H., H. R. & P. C., 1st	1904	1954	4	May & Nov	$15,000,000	$15,000,000	$600,000	$600,000	$7,720
	N. Y., P. & B. R.R. Co., gen	1892	1942	4	Apr & Oct	4,000,000	1,000,000	[4] 40,000	40,000	115
	Shore Line Ry. Co., 1st	1880	1910	4.5	Mar & Sep	200,000	.....	6,000	9,000	.....
	Housatonic R.R. Co., 1st	1885	1910	4	Apr & Oct	700,000	.....	3,000	4,000	60
	Housatonic R.R. Co., consol	1887	1937	5	May & Nov	3,000,000	2,839,000	141,950	141,950	975
	Danbury & Norwalk R.R. Co., consol	1880	1920	6	Jan & Jul	500,000	100,000	6,000	6,000	3,000
	Danbury & Norwalk R.R. Co., consol	1890	1920	5	Jan & Jul		200,000	10,000	10,000	.....
	Danbury & Norwalk R.R. Co., consol	1892	1920	5	Jan & Jul		200,000	10,000	10,000	10,000
	Danbury & Norwalk R.R. Co., gen	1885	1925	5	Apr & Oct	150,000	150,000	7,500	7,500	187
	Danbury & Norwalk R.R. Co., 1st refdg	1905	1955	4	Jun & Dec	350,000	350,000	14,000	14,000	80
	Woonsocket & Pascoag R.R. Co., 1st	1890	1910	5	Apr & Oct	100,000	100,000	5,000	5,000	.....
	New Haven & Derby R.R. Co., consol	1888	1918	5	May & Nov	800,000	575,000	28,750	28,750	300
	Providence & Springfield R.R. Co., 1st	1892	1922	5	Jan & Jul	750,000	750,000	37,500	37,500	18,750
	Naugatuck R.R. Co., 1st	1904	1954	4	May & Nov	2,500,000	2,500,000	100,000	100,000	1,040
	Boston & N. Y. A. L. R.R. Co., 1st	1905	1955	4	Feb & Aug	5,000,000	3,777,000	151,080	151,080	380
	Providence Terminal Co., 1st	1906	1956	4	Mar & Sep	7,500,000	4,000,000	160,000	160,000	220
	Worcester & Conn. Eastern Ry. Co., 1st	1902	1943	4.5	Jan & Jul	3,100,000	1,992,000	89,640	88,785	44,167
	Winchester Ave. R.R. Co., 1st	1892	1912	5	May & Nov	500,000	500,000	25,000	25,000	1,000
	New Haven St. Ry. Co., 1st	1893	1913	5	Mar & Sep	600,000	600,000	30,000	30,000	675
	New Haven St. Ry. Co., consol	1894	1914	5	Jun & Dec	250,000	250,000	12,500	12,500	1,525
	New Haven & Centreville St. Ry. Co., 1st	1893	1933	5	Mar & Sep	625,000	283,000	14,150	14,150	275
	Meriden Horse R.R. Co., 1st	1891	1911	5	Apr & Oct	100,000	85,000	4,250	4,250	.....
	Meriden Horse R.R. Co., consol	1894	1924	5	Jan & Jul	500,000	415,000	20,750	20,750	10,525
	Norwich St. Ry. Co., 1st	1893	1923	5	Apr & Oct	350,000	350,000	17,500	17,500	825
	Montville St. Ry. Co., 1st	1900	1920	5	May & Nov	350,000	250,000	12,500	12,500	150
	New London St. Ry. Co., 1st	1893	1923	5	Apr & Oct	150,000	150,000	7,500	7,500	125
	Middletown Horse R.R. Co., 1st	1894	1914	5	Jun & Dec	150,000	150,000	7,500	7,500	637
	Portland St. Ry. Co., 1st	1896	1916	5	May & Nov	75,000	30,000	1,500	1,500	37
	Hartford, M. R. & T. Co., 1st	1894	1924	5	Apr & Oct	300,000	200,000	10,000	10,000	275

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included. [2] Includes $80,000 charged to "Rentals Leased Roads" as part of the rental of United New Jersey Railroad and Canal. [3] $227,526 interest on debentures and notes, and $6000 interest on real estate mortgages are charged to other than income accounts. [4] $2080, reported as "Income" to the respondent from $201,000 N. Y., P. & B. R.R. Co. general mortgage bonds and $700 Consolidated St. Ry. Co. debentures held in treasury, is included in the interest accrued on these issues, but is not included in the interest accrued charged to Income, Table 102.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part A: Funded Debt Other Than Equipment Obligations (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per cent.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Actually outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[1]
3	**New York, New Haven & Hartford** (*concluded*):									
	Mortgage bonds (concluded):									
	Hartford St. Ry. Co., 1st	1900	1930	4	Mar & Sep	$3,000,000	$2,500,000	$100,000	$100,000	$1,080
	Greenwich Tramway Co., 1st	1901	1931	5	Jan & Jul	400,000	320,000	16,000	16,000	8,000
	Branford Electric Co., 1st	1897	1937	5	Apr & Oct	100,000	63,000	3,150	3,150	37
	Branford Lt. & Water Co., 1st consol	1901	1951	5	Feb & Aug	500,000	307,000	15,350	15,350	75
	Torrington & Winchester St. Ry. Co., 1st	1897	1917	5	Jun & Dec	150,000	150,000	7,500	7,500	125
	Mer., S. & Com. Ty. Co., 1st	1898	1928	5	Jan & Jul	200,000	175,000	8,750	8,750	4,375
	Pawtuxet Valley R.R. Co., 1st	1900	1925	4	Apr & Oct	160,000	160,000	6,400	6,400	.....
	New England R.R. Co., consol	1895	1945	4	Jan & Jul	10,000,000	10,000,000	400,000	400,000	201,120
	New England R.R. Co., consol	1895	1945	5	Jan & Jul	7,500,000	7,500,000	375,000	375,000	187,575
	Stafford Springs St. Ry. Co., 1st	1907	1956	5	Jan & Jul	500,000	400,000	20,000	20,000	10,000
	Roxbury Central Wharf Co., 1st mtge. gold notes	1897	1912	5	Mar & Sep	400,000	290,000	14,500	14,500	250
	Debentures, plain bonds, and promissory notes:									
	N. Y., N. H. & H. R.R. Co., conv. deb	1908	1948	6	Jan & Jul	39,029,600	39,029,000	2,326,841	2,290,793	14,775
	N. Y., N. H. & H. R.R. Co., conv. deb	1906	1956	3.5	Jan & Jul	30,000,000	30,000,000	1,050,014	1,050,078	530,581
	N. Y., N. H. & H. R.R. Co., conv. deb	1894	1908	4	Apr & Oct	.....	.....	.....	.....	2,564
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1904	1914	4	Feb & Aug	5,000,000	5,000,000	200,000	200,000	300
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1897	1947	4	Mar & Sep	5,000,000	5,000,000	200,000	200,000	460
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1901	1947	3.5	Mar & Sep	5,000,000	5,000,000	175,000	175,000	1,050
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1904	1954	3.5	Apr & Oct	10,000,000	10,000,000	350,000	350,000	4,184
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1905	1955	4	Jan & Jul	15,000,000	15,000,000	600,000	600,000	302,020
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1906	1956	4	May & Nov	15,000,000	15,000,000	600,000	600,000	6,620
	N. Y., N. H. & H. R.R. Co., 2-year deb. notes	1907	1909	5	Jan & Jul	.....	.....	.....	250	.....
	N. Y., N. H. & H. R.R. Co., 3-year deb. notes	1907	1910	5	Jan & Jul	.....	.....	91,875	174,875	125
	N. Y., N. H. & H. R.R. Co., 3-year deb. notes	1907	1910	5	Jan & Jul	.....	.....	1,319	2,500	.....
	N. Y., N. H. & H. R.R. Co., 3-year deb. notes	1908	1911	4.5	May & Nov	.....	2,000,000	90,000	90,000	67
	N. Y., N. H. & H. R.R. Co., 4-year deb. notes	1907	1911	5	Jan & Jul	.....	1,350,000	67,500	67,500	675
	N. Y., N. H. & H. R.R. Co., 5-year deb. notes	1907	1912	5	Jan & Jul	.....	300,000	15,000	15,000	7,500
	N. Y., N. H. & H. R.R. Co., 5-year deb. notes	1907	1912	5	Jan & Jul	.....	6,400,000	320,000	320,000	1,350
	N. Y., N. H. & H. R.R. Co., non-conv. deb	1907	1922	4	Apr & Oct	27,985,000	27,985,000	1,121,690	1,121,690	186,192
	Naugatuck R.R., non-conv. deb	1902	1930	3.5	Apr & Oct	2,000,000	234,000	8,190	8,190	.....
	Hartford St. Ry. Co., non-conv. deb	1900	1930	4.5	Jan & Jul	145,000	.....	272	3,263	.....
	Hartford St. Ry. Co., non-conv. deb	1900	1930	4	Jan & Jul	165,000	165,000	6,600	6,600	.....
	Consolidated St. Ry. Co., non-conv. deb	1905	1930	3, 3½, 4	Feb & Aug	1,000,000	972,000	[4] 31,620	29,955	97
	Consolidated St. Ry. Co., non-conv. deb	1904	1954	4	Jan & Jul	5,000,000	4,255,000	173,753	173,753	86,140
	Consolidated St. Ry. Co., non-conv. deb	1905	1955	4	Jan & Jul	4,000,000	2,309,000	93,831	93,831	46,600
	Consolidated St. Ry. Co., non-conv. deb	1905	1955	4	Apr & Oct	3,500,000	1,340,000	53,636	53,646	.....
	Consolidated St. Ry. Co., non-conv. deb	1906	1956	4	Jan & Jul	10,000,000	2,011,000	83,921	83,921	40,340
	The Farmington St. Ry. Co., deb	1904	1924	5	Jan & Jul	.....	30,000	750	750	.....
	Other funded debt:									
	Real estate mortgage	1906	1911	4	Jun & Dec	.....	11,500	460	460	.....
	Totals	....	....	....	.....	$248,334,600	$232,052,500	$10,202,492	$10,255,420	$1,747,318
4	**Lake Shore & Michigan Southern:**									
	Mortgage bonds:									
	1st general	1897	1997	3.5	Dec & Jun	$50,000,000	$50,000,000	$1,750,000	$1,750,000	$33,513
	K. & W. P. R.R., 1st mortgage	1890	1940	5	Jul & Jan	400,000	400,000	20,000	20,000	.....
	Debentures, plain bonds, and promissory notes:									
	25-year gold bonds of 1903	1903	1928	4	Mar & Sep	50,000,000	50,000,000	2,000,000	2,000,000	.....
	25-year gold notes of 1906	1906	1931	4	Nov & May	50,000,000	41,599,000	1,476,159	1,476,159	.....
	Totals	....	....	....	.....	$150,400,000	$141,999,000	$5,246,159	$5,246,159	$33,513
5	**Erie:**									
	Mortgage bonds:									
	First	1867	1947	4	May & Nov	.....	$2,482,000	$99,280	$98,760	$42,235
	Second	1879	1919	5	Mar & Sep	.....	2,149,000	107,450	105,875	52,120
	Third	1883	1923	4.5	Mar & Sep	.....	4,617,000	207,765	207,923	94,820
	Fourth	1880	1920	5	Apr & Oct	.....	2,926,000	146,300	145,925	70,050
	Fifth	1888	1928	4	Jun & Dec	.....	709,500	28,380	28,050	21,315
	Buffalo Branch	1891	1931	4	Jan & Jul	.....	182,400	7,296	7,296	3,648
	First consolidated	1870	1920	7	Mar & Sep	.....	16,891,000	1,182,370	1,178,135	542,360
	Prior lien	1895	1996	4	Jan & Jul	.....	35,000,000	1,400,000	880,440	2,401,740
	General lien	1895	1996	4	Jan & Jul	.....	35,885,000	1,435,400	862,420	3,567,250
	Newburgh & New York R.R.	1868	1929	5	Jan & Jul	.....	250,000	12,500	12,750	6,275
	Long Dock Co	1885	1935	6	Apr & Oct	.....	7,500,000	450,000	450,000	210
	Buffalo, New York & Erie R.R.	1866	1916	7	Jun & Dec	.....	2,380,000	166,600	167,090	118,650
	Honesdale Branch R.R.	1867	1927	4.5	Jan & Jul	.....	204,000	9,180	9,180	.....
	Honesdale Branch R.R.	1869	1929	6	Jan & Jul	.....	96,000	5,760	5,760	7,473
	Jefferson Branch R.R.	1869	1909	5	Apr & Oct	.....	2,800,000	140,000	140,400	61,750
	Bergen County R.R.	1881	1911	6	Apr & Oct	.....	200,000	12,000	12,000	4,470
	N. Y., L. E. & W. Docks & Imp. Co	1883	1913	6	Jan & Jul	.....	3,396,000	203,760	166,020	139,950
	N. Y., L. E. & W. Coal & R.R. Co	1882	1922	6	May & Nov	.....	1,100,000	66,000	66,690	25,110
	B. & S. W. R.R., 1st mtge	1877	1918	5	Jan & Jul	.....	1,500,000	75,000	54,333	58,183
	B. & S. W. R.R., 2nd lien	1877	1922	5	Jan & Jul	.....	1,000,000	50,000	46,550	28,450
	Tioga R.R., 1st mtge	1852	1915	5	May & Nov	.....	239,500	11,975	12,125	.....
	N. Y., P. & O., prior lien	1880	1935	4.5	Mar & Sep	.....	8,000,000	360,000	361,744	177,356
	Convertible	1903	1953	4	Apr & Oct	.....	21,015,000	840,600	837,760	454,700
	Suspension Bridge & Erie Junct	....	....	....	.....	.....	.....	.....	.....	70
	Collateral trust bonds:									
	Pennsylvania, 4 per cent	1901	1951	4	Feb & Aug	.....	33,664,000	1,346,560	1,347,560	994,800
	Collateral gold notes 1908	1908	1911	6	Apr & Oct	.....	12,477,000	793,988	796,447	29,880
	1st consolidated mtge. coupons	1878	1928	7	Mar & Sep	.....	3,699,500	258,965	258,353	104,755
	Other funded debt:									
	Charlotte M. Glenny, mtge. real estate	1879	30 dys.	5	Jun & Dec	.....	10,000	500	500	.....
	U. S. Trust Co. of New York	1880	1886	5	Feb & Aug	.....	30,000	1,500	1,500	.....
	Thos. C. Platt	1895	1900	5	Feb & Aug	.....	45,000	2,250	2,250	.....
	Buffalo Savings Bank	1883	1893	5	Apr & Oct	.....	35,000	1,750	1,750	.....
	Erie County Savings Bank	1885	1886	5	Feb & Aug	.....	20,000	1,000	1,000	.....
	Samuel Thorn & J. W. Sterling	1892	1912	4.5	Feb & Aug	.....	150,000	6,750	6,750	.....

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

[4] $2080, reported as "Income" to the respondent from $201,000 N. Y., P. & B. R.R.Co. general mortgage bonds and $700 Consolidated St. Ry. Co. debentures held in treasury, is included in the interest accrued on these issues, but is not included in the interest accrued charged to Income, Table 102.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part A: Funded Debt Other Than Equipment Obligations (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date.		Interest.		Amounts.		Interest.		
		Nominal issue.	Maturity.	Rate per cent.	Dates payable.	Authorized.	Actually outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid at close of year.[1]
5	**Erie** (*concluded*):									
	Other funded debt (*concluded*):									
	Estate of J. R. McPherson	1897	1902	5	Apr & Oct	.....	$25,000	$1,250	$1,250	.....
	Arbuckle Bros	1886	1887	6	Jan & Jul	.....	176,225	10,573	10,573	$5,287
	Mutual Life Ins. Co. of New York	1901	1911	5	Jun & Dec	.....	137,500	6,875	6,875	.....
	Society Land Co. of Paterson	1900	*	5	Jun & Dec	.....	.....	98	109	.....
	Wm. Pennington	1900	3 mos	5	Jun & Dec	.....	3,375	169	169	.....
	Estate of Sarah Jane Howard	1907	1910	5	Jan & Jul	.....	100,000	5,000	5,000	.....
	Milwaukee Mechanics Insurance Co	1908	1911	5	Jan & Jul	.....	40,885	2,044	2,044	.....
	E. L. Millard, trustee	1908	1911	5	Jan & Jul	.....	2,213	111	111	.....
	Estate of E. H. Harriman	1908	.....	....	.....	.....	.....	10,451	10,451	.....
	Buffalo grade crossing construction	....	.....	....	.....	.....	604,654	21,740	14,404	.....
	Z. E. Barnum	....	.....	....	.....	.....	.....	550	550	.....
	Totals	....	.....	....	.....	.....	$201,742,752	$9,489,740	$8,324,872	$9,012,907
6	**Boston & Maine:**									
	Mortgage bonds:									
	Portsmouth, G. F. & Con. R.R. 1st	1877	1937	4.5	Jun & Dec	$1,000,000	$1,000,000	$45,000	$45,461	$1,125
	Debentures, plain bonds, and promissory notes:									
	Boston & Maine R.R. plain bonds	1901	1921	3.5	May & Nov	1,000,000	1,000,000	35,000	34,895	193
	Boston & Maine R.R. plain bonds	1903	1923	3.5	Jan & Jul	2,000,000	2,000,000	70,000	70,175	140
	Boston & Maine R.R. plain bonds	1905	1925	3.5	Feb & Aug	500,000	500,000	17,500	17,483	157
	Boston & Maine R.R. plain bonds	1906	1926	4	Mar & Sep	10,000,000	10,000,000	400,000	399,420	2,800
	Boston & Maine R.R. plain bonds	1909	1929	4.5	Apr & Oct	11,700,000	11,700,000	526,500	524,880	1,620
	Boston & Maine R.R. improvement bonds	1887	1937	4	Feb & Aug	2,000,000	1,919,000	76,760	76,760	.....
	Boston & Maine R.R. plain bonds	1892	1942	4	Feb & Aug	2,500,000	2,500,000	100,000	99,980	600
	Boston & Maine R.R. plain bonds	1894	1944	4.5	Jan & Jul	6,000,000	6,000,000	270,000	269,843	540
	Boston & Maine R.R. plain bonds	1900	1950	3	Jan & Jul	5,454,700	5,454,000	163,620	163,620	.....
	Totals	....	.....	....	.....	$42,154,700	$42,073,000	$1,704,380	$1,702,517	$7,175
7	**Lehigh Valley:**									
	Mortgage bonds:									
	Second	1870	1910	7	Mar & Sep	$6,000,000	$6,000,000	$420,000	$420,595	$105
	Consolidated	1873	1923	6	Jun & Dec	40,000,000	15,700,000	942,000	945,930	9,870
	Consolidated	1873	1923	4.5	Jun & Dec	.....	7,300,000	328,500	328,860	5,445
	First	1868	1948	4	Jun & Dec	5,000,000	5,000,000	200,000	199,700	2,540
	General consolidated	1903	2003	4	May & Nov	150,000,000	26,639,000	1,065,560	1,064,660	11,180
	Collateral trust bonds:									
	Collateral trust bonds	1905	1926	4	Feb & Aug	19,000,000	16,000,000	653,333	669,680	1,360
	Other funded debt:									
	Real estate mortgages	†	†	....	.....	116,947	116,947	6,327	6,327	77
	Totals	....	.....	....	.....	$220,116,947	$76,755,947	$3,615,720	$3,635,752	$30,577
8	**Delawa-e, Lackawanna & Western:**									
	Mortgage bonds:									
	Bangor & Portland Ry., 1st	1880	1930	6	Jan & Jul	$150,000	$56,100	$3,366	$3,276	$1,992
	Bangor & Portland Ry., 2nd	1882	1932	6	Jan & Jul	100,000	31,000	1,860	1,890	960
	Bangor & Portland Ry. of 1936	1886	1936	6	Jan & Jul	70,000	21,000	1,260	1,260	630
	Totals	....	.....	....	.....	$320,000	$108,100	$6,486	$6,426	$3,582
9	**Delaware & Hudson:**									
	Mortgage bonds:									
	1st, loan of 1917	1877	1917	7	Mar & Sep	$10,000,000	$5,000,000	$350,000	$350,665	$945
	1st and refdg., 1943	1908	1943	4	May & Nov	20,704,000	20,704,000	685,656	680,640	7,400
	Adirondack Ry. Co., 1st	1892	1942	4.5	Mar & Sep	1,000,000	1,000,000	45,000	45,000	.....
	Schenectady & Duanesburgh R.R. Co., 1st	1874	1924	6	Mar & Sep	500,000	500,000	30,000	30,477	360
	Collateral trust bonds:									
	Delaware & Hudson Co., collateral trust notes	1909	†	4.5	.....	4,450,000	3,250,000	79,010	80,572	6,771
	Debentures, plain bonds, and promissory notes:									
	Delaware & Hudson Co., gold deb	1906	1906–16	4	Jun & Dec	14,000,000	13,974,000	559,042	562,820	45,280
	Delaware & Hudson Co., gold deb	1900	1902–14	4	Jan & Jul	2,500,000	700,000	32,000	36,000	.....
	Totals	....	.....	....	.....	$53,154,000	$45,128,000	$1,780,708	$1,786,174	$60,756
10	**Northern Central Railway:**									
	Mortgage bonds:									
	First to State of Maryland	1855	.....	6	J, A, J, O	$1,500,000	$1,500,000	$90,000	$90,000	.....
	Consol. general, series E	1885	1925	4.5	Apr & Oct	10,000,000	1,757,000	79,065	79,043	$720
	Second general, series A	1876	1926	5	Jan & Jul	3,000,000	2,554,000	127,700	128,275	2,125
	Second general, series B	1882	1926	5	Jan & Jul	1,000,000	999,000	49,950	49,950	225
	Other funded debt:									
	Ground rents	....	.....	5 & 6	.....	124,827	124,827	7,402	7,402	.....
	Totals	....	.....	....	.....	$15,624,827	$6,934,827	$354,117	$354,670	$3,070
11	**New York, Chicago & St. Louis:**									
	Mortgage bonds:									
	First	1887	1937	4	Apr & Oct	$20,000,000	$19,155,000	$767,717	$765,717	$14,180
	Debentures, plain bonds, and promissory notes:									
	Debenture bonds of 1906	†	1931	4	May & Nov	10,000,000	10,000,000	400,000	400,480	1,140
	Totals	....	.....	....	.....	$30,000,000	$29,155,000	$1,167,717	$1,166,197	$15,320
12	**Long Island:**									
	Mortgage bonds:									
	Long Island R.R. Co., consol	1881	1931	4	J, A, J, O	$5,000,000	$1,121,000	$44,840	$44,990	$60
	Long Island R.R. Co., consol	1881	1931	5	J, A, J, O		3,610,000	180,500	180,750	5,787
	Long Island R.R. Co., general	1888	1938	4	Jun & Dec	3 000,000	3 000.000	120,000	121,100	6,780
	Long Island R.R. Co., Stewart line	1892	1932	4	Jun & Dec	500,000	332,000	13,280	13,300	620
	Long Island R.R. Co., 2nd	1878	1918	7	Feb & Aug	1,500,000	268,603	18,760	18,809	49
	Long Island R.R. Co., unified	1899	1949	4	Mar & Sep	45,000,000	5,660,000	226,400	226,180	940

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included. *Demand. †Various.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part A: Funded Debt Other Than Equipment Obligations (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date.		Interest.		Amounts.		Interest.		
		Nominal issue.	Maturity.	Rate per cent.	Dates payable.	Authorized.	Actually outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid at close of year.[1]
12	**Long Island** (*concluded*):									
	Mortgage bonds (*concluded*):									
	Long Island R.R. Co., refunding	1903	1949	4	Mar & Sep	$45,000,000	$22,408,000	$896,320	$893,260	$7,980
	Long Island R.R. Co., Ferry, 1st	1892	1922	4.5	Mar & Sep	2,750,000	1,494,000	67,230	67,950	1,733
	Brooklyn & Montauk R.R. Co., 1st	1881	1911	5	Mar & Sep	750,000	750,000	37,500	37,675	200
	Brooklyn & Montauk R.R. Co., 1st	1881	1911	6	Mar & Sep	250,000	250,000	15,000	14,880	150
	Brooklyn & Montauk R.R. Co., 2nd	1888	1938	5	Jun & Dec	600,000	600,000	30,000	28,900	2,225
	Long Island City & Flushing R.R. Co., 1st	1881	1911	6	May & Nov	600,000	600,000	36,000	37,020	780
	Long Island City & Flushing R.R. Co., consol	1887	1937	5	May & Nov	1,250,000	650,000	32,500	32,325	650
	Montauk Extension R.R. Co., 1st	1895	1945	5	Jan & Jul	600,000	315,000	15,750	30,000	.....
	New York & Flushing R.R. Co., 1st	1880	1920	6	Mar & Sep	125,000	125,000	7,500	7,500	.....
	New York Bay Extension R.R., 1st	1893	1943	5	Jan & Jul	600,000	100,000	5,000	10,000	.....
	Debentures, plain bonds, and promissory notes:									
	Long Island R.R. Co., deb. bonds	1894	1934	5	Jun & Dec	1,500,000	1,135,000	56,750	95,075	1,175
	Long Island R.R. Co., 10-year deb. bonds	1909	1919	4	Jun & Dec	16,500,000	6,062,952	121,259	121,259	.....
	Other funded debt:									
	Real estate mortgages	....	....	....	.....	1,980,380	1,780,680	75,322	75,322	.....
	Totals	....	....	....	.....	$127,505,380	$50,262,235	$1,999,911	$2,056,295	$29,129
13	**Buffalo, Rochester & Pittsburgh:**									
	Mortgage bonds:									
	Rochester & Pittsburgh R.R., 1st	1881	1921	6	Feb & Aug	$1,300,000	$1,300,000	$78,000	$78,000	.....
	Rochester & Pittsburgh R.R., 1st consol	1882	1922	6	Dec & Jun	6,500,000	3,920,000	235,087	235,110	.....
	Buffalo, Rochester & Pittsburgh Ry., general	1887	1937	5	Sep & Mar	10,000,000	4,427,000	221,350	221,350	.....
	L. P. & C. R.R., 1st	1889	1939	5	Jan & Jul	350,000	350,000	17,500	17,500	.....
	Buffalo, Rochester & Pittsburgh Ry., gen. cons.	1907	1957	4.5	May & Nov	35,000,000	6,012,000	226,041	224,325	.....
	Debentures, plain bonds, and promissory notes:									
	B., R. & P. Ry., const. and imp. notes	1906	1909	4.5	Aug & Feb	1,500,000	.....	1,350	8,100	.....
	Income bonds:									
	B. & P. R.R., income mortgage	1881	1921	6	February	1,870,000	.....	303	303	.....
	Other funded debt:									
	Real estate mortgage	1884	1910	5.5	Sep & Mar	60,000	60,000	3,300	3,300	.....
	Totals	....	....	....	.....	$56,580,000	$16,069,000	$782,931	$787,988	.....
14	**New York, Ontario & Western:**									
	Mortgage bonds:									
	Refunding 4%	1892	1992	4	Mar & Sep	$20,000,000	$20,000,000	$800,000	$801,040	$5,620
	General 4%	1905	1955	4	Jun & Dec	12,000,000	3,948,000	157,920	161,060	.....
	Collateral trust bonds:									
	5% purchase money first mtge. gold notes	1899	1911	5	Feb & Aug	2,500,000	300,000	20,000	26,250	.....
	5% sinking fund first lien gold notes	1900	1915	5	Dec & Jun	3,500,000	2,075,000	108,750	109,375	.....
	Totals	....	....	....	.....	$38,000,000	$26,323,000	$1,086,670	$1,097,725	$5,620
15	**Rutland:**									
	Mortgage bonds:									
	Rutland R.R., 1st	1872	1902	6	May & Nov	$1,500,000	$5,800	.....	.....	$5,580
	Rutland R.R., consol	1891	1941	4.5	Jan & Jul	3,500,000	3,491,000	$157,095	$157,095	.....
	Ogdensburgh & Lake Champlain, 1st	1898	1948	4	Jan & Jul	4,400,000	4,400,000	176,000	176,000	1,880
	Rutland Canadian R.R., 1st	1899	1949	4	Jan & Jul	1,350,000	1,325,000	53,000	53,000	.....
	Bennington & Rutland Ry., 1st	1897	1927	4.5	May & Jul	500,000	500,000	22,500	22,500	.....
	Bennington & Rutland Ry., 2nd	1900	1920	5	Mar & Sep	500,000	500,000	25,000	25,000	.....
	Chatham & Lebanon Valley R.R., 1st	1901	1951	4	Jan & Jul	500,000	.....	.....	.....	.....
	Totals	....	....	....	.....	$12,250,000	$10,221,800	$433,595	$433,595	$7,460
16	**Central New England:**									
	Mortgage bonds:									
	First	1899	1919	5	Feb & Aug	$1,250,000	$1,250,000	$62,500	$62,500	.....
	Dutchess County R.R. Co., 1st	1890	1940	4.5	Jun & Dec	350,000	350,000	15,750	15,750	.....
	Poughkeepsie & Eastern Ry. Co., 1st	1894	1934	5	May & Nov	500,000	500,000	25,000	387,500	.....
	Newburgh, Dutchess & Conn. R.R. Co., 1st	1877	1907	7	Jun & Dec	150,000	150,000	.....	.....	.....
	Income bonds:									
	General mtge	1899	1949	....	.....	7,250,000	7,250,000	362,020	290,000	.....
	Newburgh, Dutchess & Conn. R.R. Co	1877	1977	....	.....	1,625,000	1,164,500	69,870	139,740	.....
	Totals	....	....	....	.....	$11,125,000	$10,664,500	$535,140	$895,490	.....
17	**New York, Susquehanna & Western:**									
	Mortgage bonds:									
	Midland R.R., 1st	1880	1940	5	Apr & Oct	.....	$3,375,000	$199,687	$211,410	$1,350
	First	1887	1911	6	Jan & Jul	.....	5,000	300	300	150
	First refunding	1887	1937	5	Jan & Jul	.....	3,745,000	187,250	187,425	93,925
	Second	1887	1937	4.5	Feb & Aug	.....	446,340	20,115	19,755	450
	General	1890	1940	5	Feb & Aug	.....	2,551,000	127,550	127,550	1,100
	Terminal	1893	1943	5	May & Nov	.....	2,000,000	100,000	100,900	1,100
	Paterson Extension R.R	1881	1950	5	Jun & Dec	.....	200,000	14,583	13,590	1,410
	Totals	....	....	....	.....	.....	$12,322,340	$649,485	$660,930	$99,485
18	**Buffalo & Susquehanna:**									
	First mortgage bonds	1903	1953	4.5	May & Nov	$6,000,000	$6,000,000	$270,000	$142,853	$135,630
19	**Lehigh & Hudson River:**									
	Mortgage bonds:									
	Warwick Valley R.R. Co., 1st	1879	1911	4.5	Apr & Oct	$145,000	$145,000	$6,525	$6,559	$34
	Warwick Valley R.R. Co., 2nd	1881	1912	6	Apr & Oct	240,000	240,000	14,400	14,550	90
	Lehigh & Hudson River R.R. Co., 1st	1881	1911	5	Jan & Jul	800,000	800,000	40,070	40,295	200
	Lehigh & Hudson River Ry. Co., 2nd	1887	1917	5	Jan & Jul	500,000	164,000	8,200	8,125	100
	Lehigh & Hudson River Ry. Co., general	1890	1920	5	Jan & Jul	3,000,000	1,320,000	66,000	66,375	25
	Debentures, plain bonds, and promissory notes:									
	Debenture bonds	1907	1920	4	May & Nov	400,000	400,000	16,000	16,000	.....
	Totals	....	....	....	.....	$5,085,000	$3,069,000	$151,195	$151,904	$449

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part A: Funded Debt Other Than Equipment Obligations (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per cent.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Actually outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[1]
20	**Pittsburg, Shawmut & Northern (Receiver):**									
	Collateral trust bonds:									
	Sundry notes and loans secured by deposits of receiver's certificates[5]	†	†	6	†	.....	$386,000	$17,336	$19,455	.....
	Other funded debt:									
	Receiver's certificates[5]	*	*	5	*	.....	1,347,000	63,585	33,175	$33,675
	Totals	....	....	....	.....	.....	$1,733,000	$80,921	$52,630	$33,675
20½	**Pittsburg, Shawmut & Northern (Corporation):**									
	Mortgage bonds:									
	First 5% gold	1899	1949	5	Feb & Aug	$12,000,000	$164,000	$8,200	$875	$41,000
	First 4% gold	1902	1952	4	Feb & Aug	15,000,000	14,491,600	579,664	.....	2,739,172
	Collateral trust bonds:									
	Demand note with collateral[5]	1904	*	5	Jan & Jul	133,000	133,000	6,650	6,650	.....
	Totals	....	....	....	.....	$27,133,000	$14,788,600	$594,514	$7,525	$2,780,172
21	**Ulster & Delaware:**									
	First consol. mortgage bonds	1888	1928	5	Jun & Dec	$2,000,000	$2,000,000	$100,000	$99,475	$5,500
	First refunding mortgage bonds	1902	1952	4	Apr & Oct	3,200,000	1,000,000	40,000	40,260	140
	Totals	....	....	....	.....	$5,200,000	$3,000,000	$140,000	$139,735	$5,640
22	**Syracuse, Binghamton & New York:**									
	First consol. mortgage bonds	1876	1906	....	Apr & Oct	$2,500,000	.....	$7,500	$7,500	.....
24	**Lehigh & New England:**									
	Mortgage bonds:									
	L. & L. R.R., 1st	1877	1910	6	Jun & Dec	$100,000	$100,000	$6,000	$6,000	.....
	L. & N. E. R.R., 1st	1895	1945	5	Jan & Jul	1,000,000	1,000,000	50,000	50,075	$25,000
	Northampton R.R., 1st	1902	1952	5	Jan & Jul	300,000	300,000	15,000	14,950	7,550
	L. & N. E. R.R., consol	1903	1953	5	Apr & Oct	3,000,000	1,380,000	69,000	68,500	24,075
	L. & D. R.R., general	1904	1954	5	Jan & Jul	750,000	650,000	32,500	16,250	48,750
	L. & N. E. R.R., general	1908	1958	4	Apr & Oct	7,500,000	750,000	30,000	.....	45,000
	Other funded debt:									
	Real estate mortgages	1903	1911	5	April	3,000	3,000	150	150	.....
	Real estate mortgages	1906	1910	5.4	Mar & Sep	4,500	4,500	243	243	.....
	Totals	....	....	....	.....	$12,657,500	$4,187,500	$202,893	$156,168	$150,375
25	**New Jersey & New York:**									
	Mortgage bonds:									
	First mortgage bonds	1880	1950	5	May & Nov	.....	$366,000	$23,050	$24,070	$330
	Second mortgage bonds	1885	1985	5	Jan & Jul	.....	[7] 2,460	123	63	647
	General mortgage bonds	1892	1932	5	Jan & Jul	.....	629,500	31,475	31,400	15,913
	Totals	....	....	....	.....	.....	$997,960	$54,648	$55,533	$16,890
26	**St. Lawrence & Adirondack:**									
	First mortgage bonds	1896	1996	5	Jan & Jul	$800,000	$800,000	$40,000	$40,000	.....
	Second mortgage bonds	1896	1996	6	Apr & Oct	400,000	400,000	24,000	24,000	.....
	Totals	....	....	....	.....	$1,200,000	$1,200,000	$64,000	$64,000	.....
28	**Fonda, Johnstown & Gloversville:**									
	Mortgage bonds:									
	Consolidated	1881	1921	6	Apr & Oct	$200,000	$200,000	$12,000	$12,000	.....
	Cayadutta El. R.R.	1892	1922	6	Apr & Oct	350,000	350,000	21,000	21,000	.....
	First consol. gen. refdg.	1897	1947	4.5	Jan & Jul	700,000	500,000	22,500	22,500	$11,250
	50-year gen. refdg.	1900	1950	4	Jan & Jul	1,500,000	800,000	32,000	32,000	16,000
	50-year 1st consol. gen. refdg.	1902	1952	4.5	May & Nov	[8] 7,000,000	4,687,000	210,915	210,915	.....
	Totals	....	....	....	.....	$9,750,000	$6,537,000	$298,415	$298,415	$27,250
31	**New York & Ottawa:**									
	First mortgage bonds	1905	1955	4	Jan & Jul	$2,500,000	$1,456,000	$58,240	$58,240	$29,120
32	**Terminal Railway of Buffalo:**									
	First mortgage 4% gold bonds	1896	1946	4	Oct & Apr	$1,000,000	$1,000,000	$40,000	$40,000	.....
33	**Greenwich & Johnsonville:**									
	First mortgage bonds	1904	1924	4	Jan & Jul	$500,000	$400,000	$16,000	$8,000	$8,000
34	**Genesee & Wyoming:**									
	First mortgage bonds	....	1929	5	Apr & Oct	$500,000	$500,000	$25,000	$25,000	.....
35	**Jamestown, Chautauqua & Lake Erie:**									
	First mortgage bonds	1910	1950	4	Jan & Jul	$750,000	$750,000	$30,000	.....	$30,000
36	**New York & Pennsylvania:**									
	Fordyce & H. Cobb, Ithaca, N. Y., prom. note	1904	1905	4	Jan & Jul	$500,000	$500,000	$20,000	$20,000	.....
37	**Delaware & Eastern (Corporation):**									
	First mortgage bonds	1909	1957	5	Jan & Jul	$4,570,000	$942,500	[9] $17,842	$7,637	$10,204
37½	**Delaware & Eastern (Receivers):**									
	Receivers' certificates	....	1911	6	Mar & Sep	$30,000	$30,000	$481	.....	.....
38	**Norwood & St. Lawrence:**									
	First mortgage bonds	1902	1932	5	Apr & Oct	$300,000	$100,000	$5,000	$4,450	$575
39	**Connecting Terminal:**									
	First mortgage real estate bonds	1883	1923	5	May & Nov	$500,000	$500,000	$25,000	$25,000	.....
40	**Little Falls & Dolgeville:**									
	First mortgage bonds	1902	1932	3	Jan & Jul	$250,000	$250,000	$7,500	$7,500	.....

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

[5] "Although in form short term obligations, these evidences of indebtedness will undoubtedly eventually be funded." Respondent includes $2470 of this issue in its balance sheet liabilities.

[7] So reported.

[8] $1,850,000 bonds held in escrow to retire all prior liens.

[9] Charged to construction.

* Demand.

† Various.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part A: Funded Debt Other Than Equipment Obligations (*concluded*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per cent.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Actually outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[1]
41	**Catskill Mountain:**									
	First mortgage bonds	1885	1915	5	Feb & Aug	$50,000	$37,000	$1,850	$1,850	.....
	First income bonds	1885	1915	6	.....	238,000	238,000	10,337	7,051	.....
	Second income bonds	1885	1915	6	.....	16,000	15,600	.....	.....	.....
	Totals	....	....	....	.....	$304,000	$290,600	$12,187	$8,901	.....
42	**New York, Auburn & Lansing:**									
	First mortgage bonds	1905	1935	5	Jun & Dec	$1,000,000	$975,000	$48,750	$43,287	$5,463
44	**Niagara Junction:**									
	First mortgage bonds	1902	1922	5	Aug & Feb	$650,000	$175,000	$8,750	$8,750	.....
45	**Unadilla Valley:**									
	First mortgage gold bonds	....	1934	4	Jan & Jul	$200,000	$200,000	$8,000	$8,040	$4,000
48	**Skaneateles:**									
	First mortgage bonds	1898	1910-27	5	Feb & Aug	$100,000	$90,000	$4,521	$2,646	.....
	Refunding mortgage bonds	1908	1913-37	5	Feb & Aug	100,000	5,000	250	146	.....
	Totals	....	....	....	.....	$200,000	$95,000	$4,771	$2,792	.....
49	**Bath & Hammondsport:**									
	First mortgage bonds	1889	1919	5	Jan & Dec	.....	$100,000	$5,000	$5,000	$3,725
	Second mortgage bonds	1893	1923	5	Apr & Oct	.....	200,000	10,000	15,000	15,000
	Totals	....	....	....	.....	.....	$300,000	$15,000	$20,000	$18,725
50	**United States & Canada:**									
	First mortgage bonds	1889	1910	5	Jan & Jul	$350,000	$225,000	$11,250	$11,250	.....
	Second mortgage bonds	1891	1910	....	Nominal	208,470	208,470	.....	.....	.....
	Totals	....	....	....	.....	$558,470	$433,470	$11,250	$11,250	.....
51	**Buffalo, Attica & Arcade:**									
	First mortgage bonds	1903	1933	5	Jan & Jul	$750,000	$201,000	$10,050	$4,800	$15,075
52	**Raquette Lake:**									
	First mortgage bonds	1899	1949	5	Nov & May	$250,000	$250,000	$12,500	.....	$81,250
54	**Dansville & Mt. Morris:**									
	First mortgage bonds	1891	1931	5	May & Nov	$150,000	$150,000	.....	.....	$7,500
56	**Marcellus & Otisco Lake:**									
	First mortgage 5% gold bonds	1905	1935	5	Jun & Dec	.....	$200,000	$10,000	$2,501	$13,332
58	**Schoharie Valley:**									
	Mortgage bonds	1900	1930	5	Jan & Jul	$40,000	$30,000	$1,525	$1,525	.....
	Promissory note	1910	1911	5	Jul & Jan	1,000	1,000	25	25	.....
	Totals	....	....	....	.....	$41,000	$31,000	$1,550	$1,550	.....
59	**Adirondack & St. Lawrence:**									
	First purchase money mortgage bonds	1907	1927	5	Jan & Jul	$100,000	$100,000	$5,000	.....	$17,500
60	**Sterling Mountain:**									
	Income mortgage bonds	....	....	7	.....	$475,674	$475,674	.....	.....	.....
61	**Carthage & Copenhagen:**									
	Mortgage bonds	1908	1928	6	Jun & Dec	$75,000	$54,000	$3,050	$2,530	$520
62	**Kanona & Prattsburgh:**									
	First mortgage bonds	1897	1937	4	Jan & Jul	$75,000	$70,000	$2,800	$2,800	.....
63	**Keeseville, Ausable Chasm & Lake Champlain:**									
	First mortgage bonds	1889	1909	6	Jun & Dec	$30,000	$30,000	$1,800	$1,800	.....
64	**Otis:**									
	First mortgage bonds	1899	1939	5	Jul & Jan	$71,000	$71,000	$3,550	$500	$22,775
66	**Middleburgh & Schoharie:**									
	Refunding mortgage bonds	1896	1916	5	May & Nov	$18,000	$18,000	$900	$900	.....
68	**Fulton Chain:**									
	First mortgage bonds	1902	1950	5	May & Nov	$21,000	$21,000	$1,050	.....	$1,575
	Income mortgage bonds	1902	1950	6	December	21,000	21,000	.....	.....	.....
	Totals	....	....	....	.....	$42,000	$42,000	$1,050	.....	$1,575
	Totals Part A	....	....	....	.....	$1,838,694,959	$1,453,441,671	$62,135,334	$61,733,899	$16,906,405

The following named corporations report no funded debt:

23. South Buffalo.
30. Lake Champlain and Moriah.
43. Cooperstown and Charlotte Valley.
46. Silver Lake.
47. Owasco River.
53. Lowville and Beaver River.
55. Erie and Central New York.
57. Cranberry Lake.
65. Glenfield and Western.
67. Tunesassa and Bradford.
69. Champlain and St. Lawrence.
70. Catskill and Tannersville.
71. Port Chester Terminal.
72. Dexter and Northern.
73. Erie Terminals.

For funded debt of No. 27, Buffalo Creek; and No. 29, Dunkirk, Allegheny Valley and Pittsburgh, see Table 105L.

[1] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

Part B: Equipment Obligations.

The obligations named are those issued in total or partial payment for equipment and secured by trust deed or other form of mortgage on the equipment acquired. In the column headed "Term in years" is shown the term of the latest maturing obligation in any series.

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Equipment obligations outstanding.	Date of issue.	Term in years.	Number of payments.	Rate of interest.	Amount outstanding.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Accrued not yet due.	Interest. Matured and unpaid.
1	**Pennsylvania:**[1]									
	Pennsylvania Car Trust, series A to C	Nov 1, 1899	10	10	3.5	.....	$2,862	$2,862		
	Pennsylvania Car Trust, series F to K	Feb 1, 1900	10	10	3.5	.....	11,163	11,163		
	Pennsylvania Eqpt. Trust, series A to B	Dec 1, 1900	10	10	3.5	$111,750	5,867	5,867		
	Pennsylvania Eqpt. Trust, series C to F	Jun 1, 1901	10	10	3.5	350,250	24,518	24,518		
	Pennsylvania Eqpt. Trust, series G to K	Mar 1, 1902	10	10	3.5	800,000	38,500	38,500		
	Pennsylvania Steel Car Trust, series A to G	Jul 1, 1902	10	10	3.5	705,127	37,019	37,019		
	Pennsylvania Steel Car Trust, series H to K	Oct 1, 1902	10	10	3.5	727,500	27,584	27,584		
	Pennsylvania Steel Eqpt. Trust, series A to E	Dec 1, 1902	10	10	3.5	1,253,483	51,184	51,184		
	Pennsylvania Steel Eqpt. Trust, series K	Mar 1, 1903	10	10	3.5	257,940	11,285	11,285		
	Pennsylvania Steel Rlg. Stk. Trust, series A to E	May 1, 1903	10	10	3.5	1,129,171	52,695	52,695		
	Pennsylvania Steel Rlg. Stk. Trust, series F to G	Aug 1, 1903	10	10	3.5	409,010	15,210	15,210		
	Pennsylvania Steel Rlg. Stk. Trust, series H	May 1, 1905	10	10	4	400,000	19,200	19,200	Not reported	Not reported
	Pennsylvania Steel Frt. Car Trust, series B to G	Sep 1, 1905	10	10	4	3,230,617	134,609	134,609		
	Pennsylvania Steel Frt. Car Trust, series H to K	Jun 1, 1906	10	10	4	1,122,083	52,364	52,364		
	Pennsylvania Steel Eqpt. Imp. Trust, series A to K	Jan 1, 1906	10	10	4	2,575,381	107,857	107,857		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1906, series A to F	Feb 1, 1906	10	10	4	3,600,000	162,000	162,000		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1906, series G to L	May 1, 1906	10	10	4	3,600,000	168,000	168,000		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1906, series M to R	Aug 1, 1906	10	10	4	4,200,000	174,000	174,000		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1906, series S, X, & Y	Nov 1, 1906	10	10	4	501,018	21,472	21,472		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1907, series A	May 1, 1907	10	10	4	700,000	32,000	32,000		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1907, series B to E	Aug 1, 1907	10	10	4	3,200,000	132,000	132,000		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1907, series F to J	Nov 1, 1907	10	10	4	2,692,887	116,198	116,198		
	Pennsylvania Gen. Frt. Eqpt. Tr. 1910, series F to K	May 2, 1910	10	10	4	5,293,651	.....	.....		
	Totals	.....	....	....	....	$36,859,868	$1,397,587	$1,397,587	.....	.....
2	**New York Central & Hudson River:**									
	New York Central Lines Eqpt. Trust, 1907.	Nov 1, 1907	1–15	15	5	$10,317,582	$529,107	$535,721	$85,980	.....
	New York Central Lines Eqpt. Trust, 1910	Jan 1, 1910	1–15	15	4.5	3,015,000	3,015	.....	3,015	.....
	Totals	.....	....	....	....	$13,332,582	$532,122	$535,721	$88,995	.....
4	**Lake Shore & Michigan Southern:**									
	New York Central Lines Eqpt. Trust, 1907	Nov 1, 1907	15	15	5	$5,813,940	$298,151	$301,878	$48,449	.....
	New York Central Lines Eqpt. Trust, 1910	Jan 1, 1910	15	15	4.5	11,711,250	11,711	11,711	.....	.....
	Totals	.....	....	....	....	$17,525,190	$309,862	$313,589	$48,449	.....
5	**Erie:**									
	London Equipment Trust, 1888	.....	....	....	5	.....	.....	.....	.....	.....
	N. Y., P. & O. Eqpt. Trust, 1890	.....	....	....	5	.....	[5] $89	[5] $89	.....	.....
	Wells Fargo & Co	Jul 1905	7⅓	30	5	$127,152	7,041	8,072	$672	$2,170
	Erie R.R. Co., series A	.....	....	....	5	.....	.....	.....	.....	50
	Erie R.R. Co., series B	Dec 1900	7	....	5	.....	.....	.....	.....	2,500
	Erie R.R. Co., series C	Feb 1901	7	....	....	.....	.....	.....	.....	.....
	Erie R.R. Co., series D	Oct 1901	7	1	....	.....	.....	.....	.....	.....
	Erie R.R. Co., series E	Apr 1902	7	1	4.5	.....	.....	3,510	.....	.....
	Erie R.R. Co., series F	Aug 1902	7.5	2	4.5	.....	3,675	6,300	.....	.....
	Erie R.R. Co., series G	Jun 1905	4.5	3	4	.....	2,667	4,860	.....	.....
	Erie R.R. Co., series H	Nov 1905	9.5	14	4	1,000,000	45,333	46,000	3,333	.....
	Erie R.R. Co., series I	Apr 1906	10½	16	4	4,200,000	186,667	189,000	14,000	.....
	Erie R.R. Co., series J	May 1907	9.5	17	4	621,000	27,033	27,660	4,140	.....
	Erie R.R. Co., series K	Aug 1907	9.5	18	4.5	406,000	19,140	20,227	7,613	.....
	Erie R.R. Co., series L	Jan 1908	9.5	19	5	1,605,000	82,925	87,975	.....	40,425
	Erie R.R. Co., series M	Apr 1908	9.5	19	5	435,000	22,475	23,925	.....	10,875
	Erie R.R. Co., series N	Apr 1908	9.5	19	5	2,280,000	121,600	126,925	28,500	.....
	Erie R.R. Co., series O	Apr 1908	9.5	19	5	750,000	40,000	41,250	9,375	.....
	Erie R.R. Co., series P	Nov 1907	4.75	17	5	193,087	11,813	12,142	805	.....
	American Car & Foundry Co	Sep 1904	6⅙	20	5	130,703	19,398	53,516	7,228	.....
	Centl. Car Trust Equipment	Sep 1901	6¾	....	....	.....	.....	.....	.....	.....
	Burnham, Williams & Co	Oct 1908	3	8	5	.....	398	1,725	.....	.....
	Baldwin Locomotive Works	Dec 1909	2.5	3	5	729,052	8,777	.....	8,777	.....
	Totals	.....	....	....	....	$12,476 994	$598,853	$652,998	$84,443	$56,020
7	**Lehigh Valley:**									
	Equipment trust certificates, series D	Nov 23, 1899	10	10	4.5	.....	$9,000	$13,500	.....	.....
	Equipment trust certificates, series G	Oct 25, 1902	8	8	4.5	.....	3,591	7,341	.....	.....
	Equipment trust certificates, series J	Sep 1, 1907	10	20	4.5	$3,750,000	178,125	185,557	$56,250	$1,283
	Totals	.....	....	....	....	$3,750,000	$190,716	$206,398	$56,250	$1,283
9	**Delaware & Hudson:**									
	First lien equipment bonds	1907	15	....	4.5	$9,860,000	$448,834	$449,640	$223,834	$877
10	**Northern Central:**									
	Penna. Car Trust, series A	Nov 1, 1899	10	10	3.5	.....	$238	$238	.....	.....
	Penna. Car Trust, series C	Nov 1, 1899	10	10	3.5	.....	83	83	.....	.....
	Penna. Steel Frt. Car Trust, series H	Jun 1, 1906	10	10	4	$110,544	5,159	5,159	.....	.....
	Penna. Steel Frt. Car Trust, series I	Jun 1, 1906	10	10	4	344,722	16,087	16,087	.....	.....
	Totals	.....	....	....	....	$455,266	$21,567	$21,567	.....	.....
11	**New York, Chicago & St. Louis:**									
	Equipment trust certificates, series B	Feb 15, 1896	15	15	5	$24,000	$2,000	$2,400	$400	.....
	Equipment trust certificates, series C	Dec 31, 1900	10	20	4.5	20,000	2,250	2,250	.....	.....
	Totals	.....	....	....	....	$44,000	$4,250	$4,650	$400	.....

[1] In the equipment obligations of Pennsylvania R.R. Co. are included $2,550,000 par value held by itself, interest on which amounting to $249,694 is not charged against income. $268 of the total interest on equipment obligations is charged to Pennsylvania Lines West of Pittsburgh, and $36,667 is credited against that total on account of certificates sold during the year with accrued interest.

[5] Credit in adjustment.

TABLE 105: FUNDED DEBT, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

Part B: Equipment Obligations (*concluded*).

The obligations named are those issued in total or partial payment for equipment and secured by trust deed or other form of mortgage on the equipment acquired. In the column headed "Term in years" is shown the term of the latest maturing obligation in any series.

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Equipment obligations outstanding.	Date of issue.	Term in years.	Number of payments.	Rate of interest.	Amount outstanding.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Accrued not yet due.	Interest. Matured and unpaid.
12	**Long Island:**									
	Series A	Feb 1, 1906	10	10	4	$1,000,000				
	Series B	Feb 1, 1906	10	10	4	1,000,000				
	Series C	Feb 1, 1906	6	6	4	600,000				
	Series C	Feb 1, 1906	12	1	4	100,000				
	Series C	Feb 1, 1906	13	1	4	100,000				
	Series C	Feb 1, 1906	14	1	4	100,000	$132,960	$132,960	.....	.....
	Series C	Feb 1, 1906	15	1	4	100,000				
	Series D	Feb 1, 1908	6	1	4	100,000				
	Series D	Feb 1, 1908	7	1	4	100,000				
	Series D	Feb 1, 1908	8	1	4	100,000				
	Series D	Feb 1, 1908	9	1	4	22,000				
	Totals	.....	....	....	....	$3,322,000	$132,960	$132,960	.....	.....
13	**Buffalo, Rochester & Pittsburgh:**									
	Series A	May 1, 1899	20	1	4.5	$500,000	$22,500	$22,500	$3,750	.....
	Series B	May 1, 1900	20	1	4.5	995,000	44,775	44,775	7,463	.....
	Series C	May 1, 1901	20	1	4.5	1,000,000	45,000	45,000	7,500	.....
	Series D	Nov 1, 1902	17	17	4.5	1,302,000	58,853	59,715	9,765	.....
	Series E	May 1, 1904	18	18	4.5	1,618,000	74,204	75,257	12,135	.....
	Series F	Apr 1, 1907	20	20	4.5	2,661,000	118,373	119,670	29,936	.....
	Series G	Oct 1, 1909	20	20	4	754,000	21,486	15,080	7,540	.....
	Totals	.....	....	....	....	$8,830,000	$385,191	$381,997	$78,089	.....
15	**Rutland:**									
	Equipment trust	May 1, 1901	15	15	4.5	$148,000	$7,897	$8,145	$1,110	.....
	Equipment trust	Apr 1, 1902	15	15	4.5	407,000	16,943	17,685	4,579	.....
	Totals	.....	....	....	....	$555,000	$24,840	$25,830	$5,689	.....
18	**Buffalo & Susquehanna:**									
	Series A	Jul 1, 1906	10	20	5	$563,000	$29,250	$31,850	$14,075	.....
	Series B	Apr 1, 1907	10	20	5	378,000	20,250	21,000	4,725	$175
	Series C	Apr 1, 1907	10	20	5	675,000	35,250	36,750	14,063	450
	Series D	Apr 1, 1907	10	20	5	225,000	11,750	12,375	4,687	.....
	Totals	.....	....	....	....	$1,841,000	$96,500	$101,975	$37,550	$625
19	**Lehigh & Hudson River:**									
	Equipment trust certificates, series A	1906	10	10	4.5	$240,000	$12,450	$12,600	$900	.....
20	**Pittsburg, Shawmut & Northern (Receiver):**									
	Guardian Trust Co., car trust bonds	Nov 1, 1907	7	7	5	$424,000	$22,600	$25,700	$3,533	[2] $10,725
	Colonial Trust Co., car trust bonds	Mar 1, 1905	7	7	5	[3]	7,975	9,275	2,200	.....
	Burnham, Williams & Co., locomotive trust notes	Nov 2, 1908	3	3	....	[4] 41,842	[4] 2,478	[4] 2,478	.....	.....
	Totals	.....	....	....	....	$465,842	$33,053	$37,453	$5,733	$10,725
20½	**Pittsburg, Shawmut & Northern (Corporation):**									
	Colonial Trust Co., car trust	Mar 1, 1905	7	14	5	$132,000	[3]	[3]	[3]	.....
24	**Lehigh & New England:**									
	Equipment trust	Jun 8, 1906	1	1	5-6	$98,546	$5,489	$5,924	$82	.....
	Equipment trust, series A	May 21, 1908	15	15	4.5	390,000	18,787	18,900	1,463	.....
	Totals	.....	....	....	....	$488,546	$24,276	$24,824	$1,545	.....
59	**Adirondack & St. Lawrence:**									
	Equipment notes	Jan 15, 1909	4.5	9	6	$7,603	.....	.....	.....	.....
	Total Part B	.....	....	....	....	$110,185,891	$4,213,061	$4,299,878	$631,877	$69,530
	Total Part A	.....	....	....	....	1,453,441,671	62,135,334	61,733,899	.....	16,906,405
	Grand total	.....	....	....	....	$1,563,626,562	$66,348,395	$66,033,777	$631,877	$16,975,935

[2] Covered by special deposit. [3] Principal included in liabilities of corporation; interest taken up on receiver's books. [4] Interest is included in face of notes, the accrual on approximate basis being charged against income.

TABLE 106: CAPITAL STOCKS, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

Stock not otherwise specifically described is common.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Operating corporation and class of stock.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount issued.	Amount actually outstanding.	Dividends declared during year.		Dividends paid during year.	Corp'n No.
						Rate per cent.	Amount.		
1	Pennsylvania	$500,000,000	$412,585,950	.....	$412,394,100	6	$21,746,166	$21,758,110	1
	Receipts outstanding for instalments paid	.....	11,024	.....	11,024	....	.....	.....	
2	New York Central & Hudson River	250,000,000	222,729,300	.....	222,729,300	5½	11,147,679	10,039,640	2
3	New York, New Haven & Hartford	238,936,400	121,878,100	[1]	121,878,100	8	9,312,686	8,873,522	3
	Receipts outstanding for instalments paid	.....	22,139,325	[1]	22,139,325	8	446,395	222,488	
4	Lake Shore & Michigan Southern	49,466,500	49,466,500	.....	49,462,600	18	8,903,268	8,902,846	4
	Guaranteed 10 per cent	533,500	533,500	.....	533,500	18	96,030	96,030	
5	Erie	153,000,000	112,378,900	[2]	112,378,900	....	.....	.....	5
	1st preferred	48,000,000	47,892,400	[2]	47,892,400	....	.....	.....	
	2nd preferred	16,000,000	16,000,000	[2]	16,000,000	....	.....	.....	
6	Boston & Maine	28,856,825	28,841,691	[3] $23,435,791	28,841,691	6	1,679,332	1,653,524	6
	Preferred	3,149,800	3,149,800	[3]	3,149,800	6	188,988	188,922	
7	Lehigh Valley	Unlimited	40,334,800	40,334,550	40,334,550	6	2,420,073	2,419,423	7
	Preferred	106,300	106,300	106,300	106,300	10	10,630	10,630	
8	Delaware, Lackawanna & Western	30,277,000	30,144,000	2,895,900	30,144,000	[4] 85	[4] 23,058,786	22,975,083	8
9	Delaware & Hudson	55,711,500	43,790,500	.....	42,501,600	9	3,825,090	3,836,231	9
10	Northern Central	20,000,000	19,343,319	[6] 17,271,442	19,343,319	8	1,547,400	1,547,400	10
11	New York, Chicago & St. Louis	14,000,000	14,000,000	[7]	13,989,600	3	419,688	419,688	11
	1st preferred	5,000,000	5,000,000		4,997,900	7½	374,843	249,895	
	2nd preferred	11,000,000	11,000,000		10,999,800	7½	824,985	549,990	
12	Long Island	12,000,000	12,000,000	.....	12,000,000	....	.....	.....	12
13	Buffalo, Rochester & Pittsburgh	12,000,000	10,500,000	[8]	10,500,000	4	420,000	420,000	13
	Preferred	6,000,000	6,000,000	[8]	6,000,000	6	360,000	360,000	
14	New York, Ontario & Western	63,000,000	58,113,983	58,113,983	58,113,983	2	1,162,118	1,162,118	14
	Preferred	2,000,000	2,000,000	2,000,000	4,000	6	210	210	
15	Rutland	199,400	198,900	.....	198,900	....	.....	.....	15
	Preferred	9,057,600	8,954,000	.....	8,954,000	....	.....	.....	
16	Central New England	4,800,000	4,800,000	[9]	4,800,000	....	.....	.....	16
	Preferred	3,750,000	3,750,000	[10]	3,750,000	....	.....	.....	
17	New York, Susquehanna & Western	13,000,000	13,000,000	13,000,000	13,000,000	....	.....	.....	17
	Preferred	13,000,000	13,000,000	13,000,000	13,000,000	....	.....	.....	
18	Buffalo & Susquehanna	10,000,000	10,000,000	[11] 86,200	10,000,000	....	.....	.....	18
19	Lehigh & Hudson	1,540,000	1,340,000	1,340,000	1,340,000	....	.....	.....	19
20½	Pittsburg, Shawmut & Northern	15,000,000	15,000,000	[14]	15,000,000	....	.....	.....	20½
21	Ulster & Delaware	3,000,000	1,900,000	[12]	1,900,000	....	.....	.....	21
22	Syracuse, Binghamton & New York	2,500,000	2,500,000	[13] 496,000	2,500,000	9	225,000	225,058	22
23	South Buffalo	500,000	500,000	500,000	500,000	....	.....	.....	23
24	Lehigh & New England	1,000,000	1,000,000	[15]	1,000,000	....	.....	.....	24
25	New Jersey & New York	2,000,000	2,000,000	2,000,000	1,440,800	....	.....	.....	25
	Preferred	800,000	800,000	800,000	787,800	....	.....	.....	
26	St. Lawrence & Adirondack	1,615,000	1,615,000	[16] 590,000	1,615,000	....	.....	.....	26
28	Fonda, Johnstown & Gloversville	2,500,000	2,500,000	.....	2,500,000	2	[5] 50,000	.....	28
	1st preferred	1,000,000	500,000	500,000	500,000	6	30,000	30,000	
30	Lake Champlain & Moriah	200,000	200,000	200,000	200,000	....	.....	.....	30
31	New York & Ottawa	1,250,000	1,250,000	[17]	1,250,000	....	.....	.....	31
32	Terminal Railway of Buffalo	1,000,000	1,000,000	[18] 11,000	1,000,000	....	.....	.....	32
33	Greenwich & Johnsonville	225,000	225,000	120,500	225,000	4	9,000	.....	33
34	Genesee & Wyoming	500,000	500,000	[20]	500,000	4	20,000	20,000	34
35	Jamestown, Chautauqua & Lake Erie	750,000	750,000	[19] 11,000	750,000	....	.....	.....	35
36	New York & Pennsylvania	570,000	570,000	570,000	570,000	....	.....	.....	36
37	Delaware & Eastern	2,050,000	120,000	120,000	120,000	....	.....	.....	37
38	Norwood & St. Lawrence	250,000	250,000	[21]	250,000	....	.....	.....	38
39	Connecting Terminal	20,000	20,000	20,000	20,000	....	.....	.....	39
40	Little Falls & Dolgeville	250,000	250,000	[17]	250,000	....	.....	.....	40
41	Catskill Mountain	89,000	89,000	[17]	89,000	....	.....	.....	41
42	New York, Auburn & Lansing	1,000,000	1,000,000	[22] 40,000	1,000,000	....	.....	.....	42
43	Cooperstown & Charlotte Valley	45,000	45,000	14,700	45,000	....	.....	.....	43
44	Niagara Junction	160,000	160,000	160,000	160,000	....	.....	.....	44
	Preferred	140,000	140,000	134,500	134,500	7	9,415	9,415	
45	Unadilla Valley	200,000	200,000	1,600	200,000	....	.....	.....	45
46	Silver Lake	500,000	120,000	60,000	120,000	61	73,200	73,200	46
47	Owasco River	30,000	30,000	30,000	30,000	....	.....	.....	47
48	Skaneateles	100,000	100,000	100,000	100,000	....	.....	.....	48
49	Bath & Hammondsport	100,000	100,000	100,000	100,000	....	.....	.....	49
50	United States & Canada	230,000	230,000	218,925	230,000	....	.....	.....	50

[1] Capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford R.R. Co. with the Consolidated Ry. Co. [2] $146,000 par value issued in connection with the reorganization of the company in December, 1895; $25,271,300 par value issued in connection with the acquisition of the capital stock of the New York, Susquehanna & Western R.R. Co. during the years 1898 and 1899; and $5,000,000 par value issued in 1900 on account of the acquisition of the capital stock of the Pennsylvania Coal Co. [3] 102,616 shares common and all preferred stock issued for purchase of other road. [4] Includes special dividend of 65 per cent. [5] Due July 20th. [6] Realized on a total par value of $13,681,700; in addition, $601,700 was issued for acquisition of securities, $2,260,000 for reorganization, and $2,799,150 for dividends. [7] The reorganization agreement provided that each holder of stock in The New York, Chicago & St. Louis R.R. Co. should pay to the purchasing committee 10 per cent upon the par value of stock held by him and should receive the amount of such payment in first preferred stock of this company; that holders of preferred stock in the old company should receive one-half the amount of their stock in new second preferred stock; and holders of the common stock, one-half the amount of their stock in common stock of the company. [8] When consolidation took place on March 11, 1887, $6,000,000 preferred stock and $6,000,000 common stock of the Buffalo, Rochester & Pittsburgh Ry. Co. were issued and exchanged for $1,200,000 common stock of the Pittsburgh & State Line Ry. Co., and $4,800,000 common stock and $6,000,000 preferred stock of the Buffalo, Rochester & Pittsburgh R.R. Co.; $1,000,000 common stock was issued in exchange for the same amount of debenture bonds on July 1, 1902. [9] 34,500 shares issued in exchange for stocks of the Philadelphia, Reading & New England R.R. Co.; 13,500 shares issued in exchange for the stock of the Poughkeepsie Bridge R.R. Co., the Dutchess County R.R. Co., the Newburgh, Dutchess & Connecticut R.R. Co., and the Poughkeepsie & Eastern Ry. Co. [10] 31,500 shares issued in exchange for the stock of the Philadelphia, Reading & New England R.R. Co.; 6000 shares issued in exchange for the stock of the Poughkeepsie Bridge R.R. Co., the Dutchess County R.R. Co., the Newburgh, Dutchess & Connecticut R.R. Co., and the Poughkeepsie & Eastern Ry. Co. [11] Remainder issued in exchange for common stock of Buffalo & Susquehanna R.R. Co. [12] 17,946 shares of stock issued as per agreement of consolidation January 1, 1902, to retire stock of Ulster & Delaware R.R. Co.; 1054 shares issued to holders of second mortgage bonds to adjust difference in value between 5 per cent mortgage bonds exchanged for 4 per cent first refunding mortgage bonds. [13] Issued for construction of new property, $1,200,000; issued for acquisition of securities, $470,000; issued for other purposes, $334,000. [14] Issued for purchase of road, stock of other companies, and road built under contract. [15] Issued for part purchase of road. [16] 7100 shares were issued to repay construction company and 3150 shares to redeem debenture bonds. [17] Issued for reorganization. [18] Remainder issued for construction. [19] Besides the $11,000 cash, certain shares of the common and preferred stock of the Jamestown & Chautauqua Ry. Co., and certain rights of way and railroad construction, were realized. [20] Issued in part payment of purchase price of constructed road and equipment. [21] $142,500 issued for construction; $107,500 issued in exchange for stock of Raymondville & Waddington R.R. Co. on merger with that company January 6, 1909. [22] Remainder issued for property and construction.

TABLE 106: CAPITAL STOCKS, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they a not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.
Stock not otherwise specifically described is common.
The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Operating corporation and class of stock.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount issued.	Amount actually outstanding.	Dividends declared during year.		Dividends paid during year.	Corp'n No.
						Rate per cent.	Amount.		
51	Buffalo, Attica & Arcade	$330,000	$330,000	[22] $33,000	$330,000	....	.....	.....	51
52	Raquette Lake	250,000	250,000	[18] 28,500	250,000	....	.....	.....	52
53	Lowville & Beaver River	150,000	140,520	140,520	140,520	....	.....	.....	53
	Preferred	50,000	30,633	30,633	30,633	5	$1,265	$1,265	
54	Dansville & Mt. Morris	50,000	50,000	.....	50,000	....	.....	.....	54
55	Erie & Central New York	250,000	250,000	[26]	250,000	....	.....	.....	55
56	Marcellus & Otisco Lake	200,000	200,000	[25]	200,000	....	.....	.....	56
57	Cranberry Lake	80,000	80,000	80,000	80,000	5	4,000	4,000	57
58	Schoharie Valley	100,000	100,000	100,000	100,000	5	5,000	5,000	58
59	Adirondack & St. Lawrence	100,000	100,000	[24] 3,700	100,000	....	.....	.....	59
60	Sterling Mountain	80,000	80,000	80,000	80,000	....	.....	.....	60
61	Carthage & Copenhagen	100,000	54,300	54,300	54,300	....	.....	.....	61
62	Kanona & Prattsburgh	120,000	120,000	120,000	120,000	....	.....	.....	62
63	Keeseville, Ausable Chasm & Lake Champlain	60,000	60,000	30,710	60,000	....	.....	.....	63
64	Otis	65,000	65,000	[17]	65,000	....	.....	.....	64
65	Glenfield & Western	150,000	150,000	150,000	150,000	....	.....	.....	65
66	Middleburgh & Schoharie	100,000	88,500	88,500	88,500	3	2,655	2,495	66
67	Tunesassa & Bradford	50,000	36,500	[18] 5,000	36,500	....	.....	.....	67
68	Fulton Chain	21,000	21,000	[24] 4,400	21,000	....	.....	.....	68
69	Champlain & St. Lawrence	50,000	50,000	50,000	50,000	....	.....	.....	69
70	Catskill & Tannersville	80,000	80,000	80,000	80,000	6	[27] 1,500	1,500	70
71	Port Chester Terminal	10,000	10,000	10,000	10,000	....	.....	.....	71
72	Dexter & Northern	20,000	2,000	2,000	2,000	....	.....	.....	72
73	Erie Terminals	360,000	68,000	68,000	68,000	....	.....	.....	73
	Totals	[30] $1,657,119,625	$1,383,062,745	.....	$1,378,992,245	....	$88,375,402	$86,057,683	

For stocks of the following named corporations see Table 106L:
27. Buffalo Creek.
29. Dunkirk, Allegheny Valley and Pittsburgh.

[22] Appears to have been issued incident to the acquisition of the property, franchise, etc., of the Attica & Freedom R.R. Co. [17] Issued for reorganization. [18] Remainder issued for construction. [24] Remainder issued for property. [25] Issued for purchase of road. [26] Issued for construction. [27] 6 per cent on $25,000 guaranteed by Catskill Mountain Ry. Co. [30] Includes $40,334,800 the amount of actually issued common stock of the Lehigh Valley R.R. Co.

TABLE 107: LOCATION AND LENGTH OF ROAD OPERATED WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The roads are grouped under the name of the operating corporation into classes as follows: (A) Line owned by the operating corporation: (a) main line, (b) branches and spurs; (B) Line owned by a corporation all of whose capital stock is held by the operating corporation; (C) Line operated under lease for a definite annual rent; (D) Line operated under contract or agreement, or where the rent is contingent on earnings or other consideration; (E) Line operated under trackage rights. The length of road stated is confined to that portion lying within the State of New York; if any portion of the road lying between the termini named is outside the State of New York, an asterisk (*) is placed before the length stated.

This table does not include 23.52 miles of steam railroad on Staten Island which is under the jurisdiction of the Public Service Commission, First District.

The operating corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

No. or class.	Operating corporation and road operated.	Termini.	Length of road in New York.	Per cent in New York.
			Miles.	
1	**Pennsylvania:**			
D	Western New York & Pennsylvania	Buffalo–Emporium, Penna	*76.46	64.5
D	Western New York & Pennsylvania	Buffalo–Oil City, Penna	*85.87	63.3
D	Western New York & Pennsylvania	Olean–Warren, Penna	*38.05	63.7
D	Western New York & Pennsylvania	Winchester–South Buffalo	6.66	.....
D	Union Terminal Railroad of Buffalo	In Buffalo	2.32	.....
D	Genesee Valley Canal Co	Rochester–Hinsdale	101.27	.....
D	Genesee Valley Terminal	Rochester–Lincoln Park	2.38	.....
D	Olean, Bradford & Warren	Olean–Pierces' Tannery	1.11	.....
D	Rochester, New York & Pennsylvania	Nunda–Nunda Junction	2.36	.....
E	Buffalo, Rochester & Pittsburgh	Bradford, Penna.–Riverside Junction	*5.92	64.7
E	Buffalo, Rochester & Pittsburgh	At Gates	.30	.....
E	New York Central & Hudson River	In Buffalo	.97	.....
E	Pittsburg, Shawmut & Northern	In Olean	.18	.....
E	Buffalo Creek	In Buffalo	3.98	.....
E	Lehigh Valley	In Buffalo	1.77	.....
E	New York, Chicago & St. Louis	At Dunkirk	.12	.....
2	**New York Central & Hudson River:**			
Aa	New York Central & Hudson River	New York–Buffalo	440.66	.....
Aa	Auburn Road	Syracuse–Rochester	96.29	.....
Aa	Troy–Schenectady	Troy–Schenectady	20.90	.....
Aa	Syracuse Junction	Lyons–Geneva	14.08	.....
Aa	Geneva–Lyons	East Syracuse–Syracuse Junction	8.31	.....
Aa	Rochester, Lockport & Niagara Falls	Rochester–Niagara Falls	75.61	.....
Aa	Charlotte Branch	Rochester–Ontario Beach	7.43	.....
Aa	Batavia & Attica	Batavia–Attica	10.67	.....
Aa	Canandaigua & Niagara Falls	Canandaigua–North Tonawanda	85.80	.....
Aa	Lockport & Tonawanda	Lockport Junction–North Tonawanda	11.17	.....
Aa	Buffalo Belt Line	East Buffalo–North Buffalo	7.23	.....
Aa	Buffalo & Niagara Falls	Buffalo–Niagara Falls	21.82	.....
Aa	Lewiston Branch	Suspension Bridge–Lewiston	5.51	.....
B	Buffalo Erie Basin	Sidings of B. & N. F. Br.–Erie Docks	.25	.....
B	New York Central Niagara River	North Tonawanda–Tonawanda Island	2.81	.....
C	New York & Harlem	New York–Chatham	127.45	.....
C	Port Morris Branch	162nd St., New York–Port Morris	1.81	.....
C	Mahopac Branch	Golden's Bridge–Lake Mahopac	7.22	.....
BC	New York & Putnam	155th St., New York–Putnam Junction	53.73	.....
BC	Rapid Transit Branch	Van Cortlandt–Yonkers	3.10	.....
B	Mahopac Falls	Baldwin Place–Mahopac Falls	2.05	.....
C	Spuyten Duyvil & Port Morris	Mott Haven Junction–Spuyten Duyvil	5.31	.....
C	Troy & Greenbush	Rensselaer–Troy	5.56	.....
BC	West Shore	Weehawken, N. J.–Buffalo	404.67	.....
BC	Rockland Lake Branch	Congers–Rockland Lake	1.17	.....
BC	Albany Branch	Ravena–Kenwood Junction	11.55	.....
BC	Chenango Branch	Syracuse–Earlville	42.72	.....
BC	Wallkill Valley	Kingston–Montgomery	32.88	.....
BC	Mohawk & Malone	Herkimer–Malone Junction	173.33	.....
BC	Hinckley Branch	Prospect Junction–Hinckley	2.96	.....
BC	Saranac Branch	Lake Clear Junction–Saranac Lake	5.89	.....
BD	Tivoli Hollow	Albany–West Albany	1.24	.....
C	Rome, Watertown & Ogdensburg	Niagara Junction–Paul	144.31	.....
		Richland–Massena Springs	119.14	.....
		Rome–Richland	41.28	.....
C	Syracuse Northern	Syracuse–Pulaski	37.57	.....
C	Phoenix Branch	Woodard–Fulton	17.10	.....
C	Rochester Branch	Rochester–Windsor Beach	7.30	.....
C	Cape Vincent Branch	Watertown Junction–Cape Vincent	24.10	.....
C	DeKalb Branch	DeKalb Junction–Ogdensburg	18.89	.....
C	Utica & Black River	Utica–Ogdensburg	134.31	.....
C	Clayton Branch	Rivergate–Clayton	15.85	.....
C	Oswego & Rome	Paul–Richland	26.62	.....
C	N. F. Branch	Suspension Bridge–Niagara Junction	8.58	.....
D	Carthage, Watertown & Sackets Harbor	Carthage–Sackets Harbor	29.15	.....
BC	Carthage & Adirondack	Carthage–Newton Falls	45.86	.....
BD	Gouverneur & Oswegatchie	Gouverneur Junction–Edwards	13.07	.....
C	Geneva, Corning & Southern	Geneva–Newburgh Junction	71.63	.....
C	Penn Yan Branch	Dresden–Penn Yan	6.55	.....
C	Corning Branch	Corning Junction–Corning	.75	.....
D	Terminal Railway of Buffalo	Depew–Blasdell	11.02	.....
C	Boston & Albany	Boston–Albany	37.88	.....
C	Hudson & Chatham Branch	Chatham–Hudson	17.33	.....
E	Delaware & Hudson	Albany–Troy	7.10	.....
		Kenwood Junction–Albany	1.69	.....
E	Troy Union	In Troy	2.03	.....
E	Buffalo Creek	In Buffalo	5.03	.....
E	Erie	Montgomery–Campbell Hall	4.78	.....
E	New York, Ontario & Western	Fulton–Oswego	12.20	.....
E	Rutland	Norwood–Malone Junction	36.80	.....
3	**New York, New Haven & Hartford:**			
Aa	New York, New Haven & Hartford	Woodlawn Junction–Providence, R. I	*14.06	8.1
Aa	New York, New Haven & Hartford	Boston, Mass.–Hopewell Junction	*28.76	13.4
B	Harlem River & Port Chester	Harlem River–New Rochelle	11.17	.....
E	New York & Harlem	Grand Central Station–Woodlawn Junction	12.03	.....
E	Central New England	Hopewell Junction–Poughkeepsie Junction	12.00	.....
E	Central New England	Poughkeepsie Junction–Poughkeepsie	1.30	.....
4	**Lake Shore & Michigan Southern:**			
Aa	Lake Shore & Michigan Southern	Buffalo–Toledo via Norwalk	*67.78	23.0
5	**Erie:**			
Aa	Erie	Piermont–Dunkirk	*404.57	90.5
Ab	Newburgh & New York	Arden Junction–Vail's Gate Junction	12.64	.....
Ab	Newburgh Branch	Greycourt–Newburgh	18.73	.....
Ab	Buffalo Branch	Hornell–Buffalo	92.16	.....
Ab	Buffalo, New York & Erie	Painted Post–Attica via Avon	109.01	.....
Ab	Suspension Bridge & Erie Jct	East Buffalo–Suspension Bridge	24.01	.....
Ab	Buffalo & Southwestern	Buffalo Creek Junction–Jamestown	66.36	.....
Ab	Branch Road	International Junction–International Bridge	4.50	.....
B	Buffalo, Bradford & Pittsburgh	Carrollton–Gilesville, Penna	*8.06	30.8
B	Elmira State Line	State Line Junction–Penna.–State line	6.51	.....
B	Conesus Lake	Conesus Lake–Lakeville	1.61	.....

TABLE 107: LOCATION AND LENGTH OF ROAD OPERATED WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The roads are grouped under the name of the operating corporation into classes as follows: (A) Line owned by the operating corporation: (a) main line, (b) branches and spurs; (B) Line owned by a corporation all of whose capital stock is held by the operating corporation; (C) Line operated under lease for a definite annual rent; (D) Line operated under contract or agreement, or where the rent is contingent on earnings or other consideration; (E) Line operated under trackage rights. The length of road stated is confined to that portion lying within the state of New York; if any portion of the road lying between the termini named is outside the State of New York, an asterisk (*) is placed before the length stated.

This table does not include 23.52 miles of steam railroad on Staten Island which is under the jurisdiction of the Public Service Commission, First District.

The operating corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

No. or class.		Operating corporation and road operated.	Termini.	Length of road in New York.	Per cent in New York.
5		**Erie** (*concluded*):		*Miles.*	
	B	Erie & Black Rock	Black Rock Junction–Black Rock	1.14	.....
	B	Nypano	Salamanca–Dayton, Ohio	*48.36	12.5
	C	Union	New York state line–Suffern	.85	.....
	C	Montgomery & Erie	Goshen–Montgomery	10.43	.....
	C	Goshen & Deckertown	Goshen–Pine Island	11.64	.....
	C	Middletown & Crawford Branch	Crawford Junction–Pine Bush	10.22	.....
	C	Rochester & Genesee Valley	Avon–Rochester	18 40	.....
	C	Avon, Genesee & Mt. Morris	Avon–Mt. Morris	15.35	.....
	C	Northern Railroad of New Jersey	Bergen Junction, N. J.–Nyack	*7.10	27.2
	E	Erie & Jersey	Highland Mills–Guymard	38.60	.....
	E	Northern Central	Southport Junction–State Line Junction	2.31	.....
	E	N. Y., O. & W	Crawford Junction–Middletown	3.30	.....
6		**Boston & Maine:**			
	C	Fitchburg	Glenfield, Mass.–Rotterdam Junction	*54.74	52.0
	C	Fitchburg	Vermont–State line–Troy	*34.10	84.6
	C	Fitchburg, Saratoga Branch	Mechanicville–Saratoga Springs	17.50	.....
	C	Fitchburg, Schuylerville Branch	Schuyler Junction–Schuylerville	8.32	.....
	C	Troy & Bennington	Hoosick Junction–Vermont–State line	5.04	.....
	E	Troy Union	Junction–Station, Troy	2.03	.....
7		**Lehigh Valley:**			
	C	Lehigh Valley	Pennsylvania–State line–Buffalo	508.76	.....
	C	Lehigh & New York	Pennsylvania–State line–North Fair Haven	115.37	.....
	D	Hayts Corners, Ovid & Willard	Hayts Corners–Willard	3.82	.....
	E	New York Central & Hudson River	Tonawanda Junction–Suspension Bridge	14.96	.....
	E	New York, Ontario & Western	Sylvan Junction	.10	.....
8		**Delaware, Lackawanna & Western:**			
	B	Syracuse & Baldwinsville	Baldwinsville Junction–Baldwinsville	.95	.....
	D	Erie & Central New York	Cortland Junction–Cincinnatus	18.31	.....
	C	Cayuga & Susquehanna	Susquehanna river–Ithaca	34.41	.....
	D	Valley	Pennsylvania–State line–Binghamton	11.10	.....
	D	New York, Lackawanna & Western	Binghamton–Buffalo	*208.06	97.0
	D	Greene	Chenango Forks–Greene	8.10	.....
	D	Utica, Chenango & Susquehanna Valley	Greene–Utica and Richfield Springs	97.41	.....
	D	Oswego & Syracuse	Syracuse–Oswego	34.98	.....
	E	Syracuse, Binghamton & New York	Binghamton–Syracuse	80.95	.....
	E	New York, Ontario & Western	City of Utica	.20	.....
9		**Delaware & Hudson:**			
	Aa	Delaware & Hudson	Lake Champlain, Whitehall–Rouses Point	112.93	.....
	Aa	Delaware & Hudson	Ninevah–Jefferson Junction	*17.65	80.2
	Ab	Delaware & Hudson	Cobleskill–Cherry Valley	21.04	.....
	Ab	Delaware & Hudson	Fort Ticonderoga–Baldwin	4.91	.....
	Ab	Delaware & Hudson	Saratoga Springs–North Creek	56.97	.....
	Ab	Delaware & Hudson	South Junction–Ausable Forks	19.05	.....
	Ab	Delaware & Hudson	East Glenville–Coons	9.93	.....
	Ab	Delaware & Hudson	Chazy Junction–Province line	12.78	.....
	Ab	Delaware & Hudson	Schenectady–Duanesburgh	13.79	.....
	C	Albany & Susquehanna	Albany–Binghamton	142.59	.....
	C	Rensselaer & Saratoga	Troy–Ballston	25.82	.....
	C	Albany & Vermont	Albany–Waterford	12.18	.....
	C	Saratoga & Schenectady	Schenectady–Saratoga	21.65	.....
	C	Saratoga & Whitehall	Saratoga–State Line	47.02	.....
	C	West Troy & Green Island	Watervliet–Green Island	1.08	.....
	C	Glens Falls	Fort Edward–Lake George	15.12	.....
	C	Rutland & Washington	Eagle Bridge–Rutland	*32.62	52.2
	D	Ticonderoga	Delano Junction–Ticonderoga	1.41	.....
	D	Plattsburgh & Dannemora	Bluff Point–Dannemora	16.38	.....
	D	Chateaugay & Lake Placid	Dannemora–Lake Placid	63.23	.....
	E	Erie	Binghamton–Owego	22.00	.....
	E	Troy Union	Troy	2.03	.....
10		**Northern Central:**			
	Ca	Elmira & Williamsport	Williamsport, Penn.–Elmira	*6.44	8.7
	Da	Elmira & Lake Ontario	Canandaigua–Chemung Junction	99.73	.....
	E	Erie	Chemung Junction–Erie Junction	5.28	.....
11		**New York, Chicago & St. Louis:**			
	Aa	New York, Chicago & St. Louis	Buffalo–Silver Creek; Dunkirk–Ind.-Ill. state line	*60.23	12.2
	Ab	New York, Chicago & St. Louis		*2.57	7.1
	C	Lake Shore & Michigan Southern	Silver Creek–Dunkirk	7.84	.....
	E	Erie	In city of Buffalo	1.60	.....
12		**Long Island:**			
	A	Long Island	Long Island City–Greenport	94.65	.....
	A	Montauk	Long Island City–Montauk	115.13	.....
	A	Northside Branch	Winfield–Port Washington	14.07	.....
	A	White Stone Branch	White Stone Junction–White Stone Landing	4.83	.....
	A	Flushing Branch	Great Neck Junction–Flushing	.19	.....
	A	Central Branch	Floral Park–Belmont Junction	19.50	.....
	A	Creedmore Branch	Floral Park–Creedmore	1.94	.....
	A	Bethpage Branch	Bethpage Junction–Bethpage	1.52	.....
	A	Oyster Bay Branch	Mineola–Oyster Bay	14.57	.....
	A	Hempstead Branch	Mineola–Hempstead	2.74	.....
	A	Northport Branch	Hicksville–Old Northport	15.07	.....
	A	Manor Branch	Manorsville–Eastport	6.00	.....
	A	Bushwick Branch	Bushwick–Bushwick Junction	2.43	.....
	A	Valley Stream Branch	Garden City–Valley Stream	6.15	.....
	A	Far Rockaway Branch	Far Rockaway–New York and Rockaway Beach Junction	1.91	.....
	A	Cedarhurst Branch	Valley Stream–Cedarhurst	3.46	.....
	A	Long Beach Branch	Lynbrook–Long Beach	5.30	.....
	A	Sag Harbor Branch	Bridgehampton–Sag Harbor	4.43	.....
	C	Glendale & East River	South Side crossing–Jefferson St., Brooklyn	.37	.....
	C	Canarsie	Jefferson St., Brooklyn–East New York	2.81	.....
	C	Canarsie	Vesta Ave.–Georgia Ave., Brooklyn	.33	.....
	C	New York, Brooklyn & Manhattan Beach	Fresh Pond Junction–Cooper Ave. Junction	1.41	.....
	C	Manhattan Beach Division	East New York–Manhattan Beach	8.73	.....
	C	Bay Ridge Branch	Manhattan Beach Junction–Bay Ridge	4.68	.....
	D	Rockaway Beach Division	Glendale Junction–Rockaway Park	10.67	.....
	D	Far Rockaway Branch	Hammel–New York and Rockaway Beach Junction	1.67	.....
	C	Jamaica & South Shore	Rockaway Junction–Springfield Junction	3.19	.....
	C	Far Rockaway Branch	Cedarhurst–Far Rockaway	2.30	.....
	C	Nassau Electric	Flatbush Ave.–Jamaica	9.68	.....
	C	Long Island, North Shore Branch	Northport Junction–Wading River	30.24	.....

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No. or class.	Operating corporation and road operated.	Termini.	Length of road in New York.	Per cent in New York.
			Miles.	
13	**Buffalo, Rochester & Pittsburgh:**			
Aa	Buffalo, Rochester & Pittsburgh	Rochester–Ashford	93.70	.....
Aa	Buffalo, Rochester & Pittsburgh	Buffalo Creek–J. & B. Jct., Pennsylvania	*70.92	71.8
Ab	Rochester Belt Line	Lincoln Park–Charlotte	8.79	.....
Ab	Genesee Dock Branch	Dock Junction–Genesee Dock	1.51	.....
Ab	Silver Springs Branch	Silver Lake Junction–Silver Springs	1.11	.....
Ab	Salamanca Branch	East Salamanca–Salamanca	1.33	.....
E	Buffalo Creek	Buffalo Creek–Garson St., Buffalo	1.92	.....
E	Pennsylvania	Buffalo Creek–East Buffalo	1.96	.....
E	New York Central & Hudson River	East Buffalo–Buffalo	1.09	.....
14	**New York, Ontario & Western:**			
Aa	New York, Ontario & Western	Cornwall–Oswego	271.75	.....
Ab	New York, Ontario & Western, Ellenville Branch	Summitville–Ellenville	7.80	.....
Ab	New York, Ontario & Western, Delhi Branch	Walton–Delhi	16.84	.....
Ab	New York, Ontario & Western, New Berlin Branch	New Berlin Jct.–New Berlin	22.38	.....
C	Wharton Valley	New Berlin–Edmeston	6.80	.....
C	Port Jervis, Monticello & Summitville	Port Jervis–Monticello	23.85	.....
C	Port Jervis, Monticello & Summitville	Valley Junction–Summitville	14.42	.....
C	Ellenville & Kingston	Ellenville–Kingston	27.14	.....
D	Ontario, Carbondale & Scranton	Cadosia–Scranton	*2.91	5.4
D	Utica, Clinton & Binghamton	Randallsville–Utica	31.30	.....
D	Rome & Clinton	Clinton–Rome	12.78	.....
E	West Shore	Cornwall–Weehawken, N. J	34.59	.....
B	Pecksport Connecting	Pecksport–Whites Corners	3.69	.....
15	**Rutland:**			
A	Rutland	Chatham, N. Y.–Bennington, Vt	*51.29	82.8
A	Rutland	Alburgh, Vt.–Ogdensburg, N. Y	*118.80	97.7
C	Addison	Leicester Junction, Vt.–Addison Junction, N. Y	*.82	5.6
16	**Central New England:**			
A	Central New England	Campbell Hall–Silvernails	42.90	.....
A	Central New England	Poughkeepsie–Hopewell	12.40	.....
A	Central New England	Dutchess Junction–State Line	58.84	.....
A	Central New England	Poughkeepsie–Boston Corners	35.28	.....
C	Hartford & Conn. Western	Hartford–Rhinecliff	*42.50	38.7
D	New York, New Haven & Hartford	Wicopee Junction–Fishkill Landing	1.65	.....
17	**New York, Susquehanna & Western:**			
C	Middletown, Unionville & Water Gap	Unionville–Middletown	13.65	.....
18	**Buffalo & Susquehanna:**			
Aa	Buffalo & Susquehanna	L. S. & M. S. Jct.–Wellsville	84.30	.....
Ab	Buffalo & Susquehanna	Branch–South Buffalo Railway connection	.45	.....
Ab	Buffalo & Susquehanna	Branch–Springville	1.32	.....
C	Addison & Susquehanna	Addison–N. Y.–Penna.–State line	9.73	.....
C	Wellsville, Coudersport & Pine Creek	Wellsville–N. Y.–Penna.–State line	10.11	.....
E	New York Central & Hudson River	Buffalo Union Station–L. S. & M. S. Jct	.69	.....
E	Lake Shore & Michigan Southern	N. Y. C. & H. R. Jct.–L. S. & M. S. Jct	4.78	.....
19	**Lehigh & Hudson River:**			
A	Lehigh & Hudson River	Maybrook–Belvidere, N. J	*25.20	34.0
20	**Pittsburg, Shawmut & Northern:**			
Aa	Pittsburg, Shawmut & Northern	Wayland's Junction–Hydes, Penna	*69.36	47.9
Aa	Pittsburg, Shawmut & Northern	Prosser–Olean	9.01	.....
Db	Rochester, Hornellsville & Lackawanna	Moravia–Hornell	10.38	.....
E	Delaware, Lackawanna & Western	Wayland–Wayland Junction	1.24	.....
21	**Ulster & Delaware:**			
A	Ulster & Delaware	Kingston Pt.–Oneonta	107.26	.....
A	Ulster & Delaware	Phoenicia–Kaaterskill	19.04	.....
A	Ulster & Delaware	Kaaterskill Junction–Hunter	2.60	.....
22	**Syracuse, Binghamton & New York:**			
A	Syracuse, Binghamton & New York	Binghamton–Geddes St., Syracuse	80.95	.....
23	**South Buffalo:**			
Aa	South Buffalo	Buffalo–Lackawanna	5.91	.....
Ab	South Buffalo	.....	1.26	.....
C	Line operated under lease	.....	25.03	.....
E	Delaware, Lackawanna & Western	.....	3.00	.....
24	**Lehigh & New England:**			
Da	Campbell Hall Connecting	Liberty Corners–Pine Island Junction	4.11	.....
Da	Pochuck	Glenwood Junction–Glenwood, N. J	*3.12	71.1
E	Erie	Pine Island Junction–Campbell Hall	16.84	.....
25	**New Jersey & New York:**			
Aa	New Jersey & New York	N. J. & N. Y. Jct.–Stony Point Junction	*11.48	39.3
Ab	New Jersey & New York	Stony Point Junction–Stony Point	1.04	.....
Ab	New Jersey & New York	Nanuet–New City	4.29	.....
C	New Jersey & New York	Stony Point Junction–Haverstraw	2.37	.....
Db	Garnersville	Miners' Creek–Garnersville Print Works	1.00	.....
E	Erie	Nanuet–Spring Valley	2.30	.....
26	**St. Lawrence & Adirondack:**			
A	St. Lawrence & Adirondack	Malone–Valley Field	*10.25	34.0
27	**Buffalo Creek:**			
C	Buffalo Creek	N. Y. C. & H. R. Jct.–Peck Slip	4.08	.....
C	Buffalo Creek	Elk St.–D., L. & W. right of way	.80	.....
C	Buffalo Creek	Black Island Junction–Outer lot 48	.82	.....
E	Pennsylvania	Outer lot 48–U. S. Government lands	.95	.....
28	**Fonda, Johnstown & Gloversville:**			
A	Fonda, Johnstown & Gloversville	Fonda–Northville	25.47	.....
C	Gloversville & Broadalbin	Broadalbin Junction–Broadalbin	6.15	.....
29	**Dunkirk, Allegheny Valley & Pittsburgh:**			
A	Dunkirk, Allegheny Valley & Pittsburgh	Dunkirk–Titusville, Penna	*42.26	46.7
30	**Lake Champlain & Moriah:**			
A	Lake Champlain & Moriah	Port Henry–Mineville	7.00	.....
31	**New York & Ottawa:**			
A	New York & Ottawa	Tupper Lake–Nyando	69.27	.....
E	Rutland	At Moira	.15	.....
E	Part of bridge over St. Lawrence river	.....	.18	.....
32	**Terminal Railway of Buffalo:**			
A	Terminal Railway of Buffalo	Depew–Blasdell	11.02	.....
33	**Greenwich & Johnsonville:**			
Aa	Greenwich & Johnsonville	Johnsonville–Schuylerville	21.43	.....
Aa	Greenwich & Johnsonville	Greenwich–Salem Junction	10.19	.....

TABLE 107: LOCATION AND LENGTH OF ROAD OPERATED WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The roads are grouped under the name of the operating corporation into classes as follows: (A) Line owned by the operating corporation: (a) main line, (b) branches and spurs; (B) Line owned by a corporation all of whose capital stock is held by the operating corporation; (C) Line operated under lease for a definite annual rent; (D) Line operated under contract or agreement, or where the rent is contingent on earnings or other consideration; (E) Line operated under trackage rights. The length of road stated is confined to that portion lying within the State of New York; if any portion of the road lying between the termini named is outside the State of New York, an asterisk (*) is placed before the length stated.

This table does not include 23.52 miles of steam railroad on Staten Island which is under the jurisdiction of the Public Service Commission, First District.

The operating corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

No. or class.	Operating corporation and road operated.	Termini.	Length of road in New York.	Per cent in New York.
			Miles.	
34	**Genesee & Wyoming:**			
Aa	Genesee & Wyoming	Retsof–P. & L. Junction	10.66	.....
Aa	Genesee & Wyoming	Retsof Junction–Greigsville	3.73	.....
Ab	Genesee & Wyoming	Retsof Yard	1.77	.....
35	**Jamestown, Chautauqua & Lake Erie:**			
Aa	Jamestown, Chautauqua & Lake Erie	Jamestown–Westfield	31.25	.....
Cb	Jamestown, Chautauqua & Lake Erie	Mayville–Chautauqua	2.68	.....
Eb	Jamestown, Chautauqua & Lake Erie	Mayville–Mayville Junction	1.20	.....
36	**New York & Pennsylvania:**			
A	New York & Pennsylvania	Canisteo–Ceres	*27.28	48.6
37	**Delaware & Eastern:**			
Aa	Delaware & Eastern	Arkville–East Branch	37.52	.....
Ab	Delaware & Eastern	Andes Junction–Andes	8.37	.....
38	**Norwood & St. Lawrence:**			
Aa	Norwood & St. Lawrence	Norwood–Waddington	18.02	.....
Ab	Norwood & St. Lawrence	Branch	.50	.....
39	**Connecting Terminal:**			
A	Connecting Terminal	All in city of Buffalo	1.00	.....
40	**Little Falls & Dolgeville:**			
A	Little Falls & Dolgeville	Little Falls–Dolgeville	10.08	.....
D	Dolgeville & Salisbury	Dolgeville–Salisbury Mines	3.89	.....
41	**Catskill Mountain:**			
A	Catskill Mountain	Catskill–Palenville	15.75	.....
C	Cairo	Cairo Junction–Cairo	3.77	.....
42	**New York, Auburn & Lansing:**			
Aa	New York, Auburn & Lansing	Auburn–Renwick Junction	34.53	.....
Ab	New York, Auburn & Lansing	Main line Auburn–Columbian Rope Co	.40	.....
Ab	New York, Auburn & Lansing	South Lansing–Rogues Harbor	.49	.....
Cb	New York Central & Hudson River	Junction–Auburn Station	.15	.....
E	Ithaca St. Railway	Renwick Junction–Ithaca	1.73	.....
43	**Cooperstown & Charlotte Valley:**			
A	Cooperstown & Charlotte Valley	Charlotte crossing–Davenport Center	4.51	.....
C	Cooperstown & Susquehanna Valley	Cooperstown Junction–Charlotte crossing	19.48	.....
44	**Niagara Junction:**			
A	Niagara Junction	Portage Road, Niagara Falls–Pfletcher's Corners	4.86	.....
45	**Unadilla Valley:**			
A	Unadilla Valley	Bridgewater–New Berlin	19.14	.....
46	**Silver Lake:**			
A	Silver Lake	Perry–Silver Springs	6.86	.....
47	**Owasco River:**			
A	Owasco River	At Auburn	.42	.....
E	International Harvester Co	At Auburn	1.30	.....
E	New York Central & Hudson River	At Auburn	.44	.....
48	**Skaneateles:**			
E	Skaneateles	Skaneateles Junction–Skaneateles	5.00	.....
49	**Bath & Hammondsport:**			
A	Bath & Hammondsport	Bath–Hammondsport	10.00	.....
50	**United States & Canada:**			
A	United States & Canada	International boundary–Massena Springs	22.18	.....
51	**Buffalo, Attica & Arcade:**			
Aa	Buffalo, Attica & Arcade	Attica–Arcade	27.41	.....
52	**Raquette Lake:**			
A	Raquette Lake	Clearwater–Raquette Lake	18.13	.....
E	Mohawk & Malone	Clearwater–Fulton Chain	6.14	.....
53	**Lowville & Beaver River:**			
A	Lowville & Beaver River	Lowville–Croghan	10.44	.....
54	**Dansville & Mt. Morris:**			
Aa	Dansville & Mt. Morris	Dansville–Mt. Morris town line	12.25	.....
Ab	Sonyea Branch	Sonyea–Pennsylvania R.R.	.28	.....
C	Avon, Geneseo & Mt. Morris	Mt. Morris town line–Mt. Morris, Erie depot	2.35	.....
55	**Erie & Central New York:**			
A	Erie & Central New York	Cortland Junction–Cincinnatus	18.31	.....
56	**Marcellus & Otisco Lake:**			
A	Marcellus & Otisco Lake	Otisco–Otisco Lake	9.05	.....
57	**Cranberry Lake:**			
A	Cranberry Lake	Wanakena–Benson Mines	6.00	.....
58	**Schoharie Valley:**			
A	Schoharie Valley	Schoharie Junction–Schoharie	4.38	.....
59	**Adirondack & St. Lawrence:**			
Aa	Adirondack & St. Lawrence	Hermon–DeKalb Junction	3.61	.....
60	**Sterling Mountain:**			
A	Sterling Mountain	Lakeville–Sterlington	7.60	.....
61	**Carthage & Copenhagen:**			
Aa	Carthage & Copenhagen	Carthage & Copenhagen Junction–Copenhagen	8.66	.....
62	**Kanona & Prattsburgh:**			
A	Kanona & Prattsburgh	Kanona–Prattsburgh	11.44	.....
63	**Keeseville, Ausable Chasm & Lake Champlain:**			
A	Keeseville, Ausable Chasm & Lake Champlain	Keeseville–Port Kent	5.64	.....
64	**Otis:**			
A	Otis	Otis Junction–Otis Summit	1.08	.....
65	**Glenfield & Western:**			
A	Glenfield & Western	Glenfield–Monteola	19.45	.....
66	**Middleburgh & Schoharie:**			
A	Middleburgh & Schoharie	Middleburgh–Schoharie	5.33	.....
67	**Tunesassa & Bradford:**			
A	Tunesassa & Bradford	Quaker Run Junction–Frecks	4.78	.....
A	Cain Run Branch	Main line–Timber	1.20	.....
68	**Fulton Chain:**			
Aa	Fulton Chain	Fulton Chain–Old Forge	2.21	.....
69	**Champlain & St. Lawrence:**			
A	Champlain & St. Lawrence	Lacolle Junction–Rouses Point	1.21	.....
70	**Catskill & Tannersville:**			
A	Catskill & Tannersville	Otis Summit–Tannersville	5.25	.....
71	**Port Chester Terminal:**			
A	Port Chester Terminal	Yards of Russell, Burdsall & Ward Bolt and Nut Co	.54	.....
72	**Dexter & Northern:**			
A	Dexter & Northern	Dexter–Dexter Junction	2.00	.....
73	**Erie Terminals:**			
C	Erie & Jersey	Guymard–Hyland Mills	38.60	.....

TABLE 107a: TRACK MILEAGE WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

This table shows the miles of road (or first or single track), the portion of road in New York state, and the miles of other tracks in New York state to which the corporations named had on June 30, 1910, right of possession or occupancy for purposes of operation.

This table does not include 23.52 miles of steam railroad on Staten Island which is under the jurisdiction of the Public Service Commission, First District.

The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Operating corporation.	Length of entire road in miles.	Portion in New York.								Corp'n No.
			Miles of road.	Per cent of total length.	Miles of 2nd track.	Miles of 3rd track.	Miles of other main track.	Miles of sidings, etc.	Miles of yard tracks.	Total track mileage.	
1	Pennsylvania	3,970.51	329.72	8.3	30.57	2.40	.87	67.88	132.57	564.01	1
2	New York Central & Hudson River	3,587.72	2,589.10	72.1	1,186.47	376.64	312.89	855.75	1,243.72	6,564.57	2
3	New York, New Haven & Hartford	2,040.80	79.32	3.9	64.22	36.63	54.10	6.90	123.01	364.18	3
4	Lake Shore & Michigan Southern	1,662.79	67.78	4.1	67.82	61.21	34.63	95.79	.....	327.23	4
5	Erie	1,960.80	915.86	46.7	459.67	2.45	.91	153.88	434.63	1,987.41	5
6	Boston & Maine	[1] 2,242.80	121.73	5.3	51.47	.....	.....	.....	81.49	254.69	6
7	Lehigh Valley	1,433.02	643.01	44.8	211.79	.....	.....	.....	323.64	1,178.44	7
8	Delaware, Lackawanna & Western	930.10	494.47	53.2	217.95	.....	.....	286.54	.....	998.96	8
9	Delaware & Hudson	819.47	672.18	82.0	228.40	.....	.....	416.59	.....	1,317.17	9
10	Northern Central	470.81	111.45	23.6	6.76	.....	.....	19.86	34.64	172.71	10
11	New York, Chicago & St. Louis	559.34	72.24	12.9	7.84	.....	.....	16.16	15.23	111.47	11
12	Long Island	389.97	389.97	.....	131.68	19.16	10.18	203.03	.....	754.02	12
13	Buffalo, Rochester & Pittsburgh	566.88	182.33	32.2	30.64	.....	.....	67.72	51.70	332.39	13
14	New York, Ontario & Western	545.87	476.25	87.2	139.62	.....	.....	[2] 171.03	[2]	786.90	14
15	Rutland	468.11	170.91	36.5	.....	.....	.....	43.81	.....	214.72	15
16	Central New England	278.53	193.57	69.5	17.49	.....	.....	41.85	29.85	282.76	16
17	New York, Susquehanna & Western	152.00	13.65	8.9	.....	.....	.....	2.92	.....	16.57	17
18	Buffalo & Susquehanna	360.89	111.38	30.1	.....	.....	.....	16.42	6.56	134.36	18
19	Lehigh & Hudson River	96.60	25.20	26.1	.....	.....	.....	[3]	[3]	66.02	19
20	Pittsburg, Shawmut & Northern	240.39	89.99	37.4	.....	.....	.....	7.46	17.40	114.85	20
21	Ulster & Delaware	128.90	128.90	.....	.....	.....	.....	17.78	12.61	159.29	21
22	Syracuse, Binghamton & New York	80.95	80.95	.....	31.96	.....	.....	50.64	.....	163.55	22
23	South Buffalo	35.20	35.20	.....	.....	.....	.....	1.53	28.38	65.11	23
24	Lehigh & New England	169.84	24.07	14.1	.....	.....	.....	.34	.....	24.41	24
25	New Jersey & New York	47.76	22.48	47.2	.....	.....	.....	1.71	2.98	27.17	25
26	St. Lawrence & Adirondack	65.29	10.25	15.7	.....	.....	.....	4.22	.....	14.47	26
27	Buffalo Creek	6.65	6.65	.....	4.62	2.48	.....	12.35	2.38	28.48	27
28	Fonda, Johnstown & Gloversville	31.62	31.62	.....	.....	.....	.....	2.15	6.03	39.80	28
29	Dunkirk, Allegheny Valley & Pittsburgh	90.51	42.26	46.7	.....	.....	.....	6.50	.....	48.76	29
30	Lake Champlain & Moriah	7.00	7.00	.....	.....	.....	.....	.....	17.09	24.09	30
31	New York & Ottawa	69.60	69.60	.....	.....	.....	.....	7.23	.....	76.83	31
32	Terminal Railway of Buffalo	11.02	11.02	.....	11.02	.....	.....	.31	22.21	44.56	32
33	Greenwich & Johnsonville	31.62	31.62	.....	.....	.....	.....	.....	3.75	35.37	33
34	Genesee & Wyoming	16.16	16.16	.....	.....	.....	.....	1.85	.....	18.01	34
35	Jamestown, Chautauqua & Lake Erie	[4] 38.59	[4] 38.59	.....	.....	.....	.....	.....	4.95	43.54	35
36	New York & Pennsylvania	56.13	27.28	48.6	.....	.....	.....	3.75	1.05	32.08	36
37½	Delaware & Eastern	45.89	45.89	.....	.....	.....	.....	4.00	1.00	50.89	37½
38	Norwood & St. Lawrence	18.52	18.52	.....	.....	.....	.....	.....	2.14	20.66	38
39	Connecting Terminal	1.00	1.00	.....	.....	.....	.....	.....	2.08	3.08	39
40	Little Falls & Dolgeville	13.97	13.97	.....	.....	.....	.....	1.50	.....	15.47	40
41	Catskill Mountain	19.52	19.52	.....	.....	.....	.....	2.00	.48	22.00	41
42	New York, Auburn & Lansing	37.30	37.30	.....	.....	.....	.....	2.63	.99	40.92	42
43	Cooperstown & Charlotte Valley	23.99	23.99	.....	.....	.....	.....	2.92	.....	26.91	43
44	Niagara Junction	4.86	4.86	.....	.....	.....	.....	6.15	.23	11.24	44
45	Unadilla Valley	19.14	19.14	.....	.....	.....	.....	.....	.....	19.14	45
46	Silver Springs	6.86	6.86	.....	.....	.....	.....	.....	.....	6.86	46
47	Owasco River	2.16	2.16	.....	.....	.....	.....	.....	.....	2.16	47
48	Skaneateles	5.00	5.00	.....	.....	.....	.....	.....	1.25	6.25	48
49	Bath & Hammondsport	10.00	10.00	.....	.....	.....	.....	.....	1.00	11.00	49
50	United States & Canada	22.18	22.18	.....	.....	.....	.....	1.84	.....	24.02	50
51	Buffalo, Attica & Arcade	27.41	27.41	.....	.....	.....	.....	2.50	.....	29.91	51
52	Raquette Lake	24.27	24.27	.....	.....	.....	.....	3.33	.....	27.60	52
53	Lowville & Beaver River	10.44	10.44	.....	.....	.....	.....	1.13	.....	11.57	53
54	Dansville & Mount Morris	14.88	14.88	.....	.....	.....	.....	1.78	.....	16.66	54
55	Erie & Central New York	18.31	18.31	.....	.....	.....	.....	1.36	.....	19.67	55
56	Marcellus & Otisco Lake	9.05	9.05	.....	.....	.....	.....	2.19	.....	11.24	56
57	Cranberry Lake	6.00	6.00	.....	.....	.....	.....	.50	.....	6.50	57
58	Schoharie Valley	4.38	4.38	.....	.....	.....	.....	.80	.....	5.18	58
59	Adirondack & St. Lawrence	3.61	3.61	.....	.....	.....	.....	1.33	.....	4.94	59
60	Sterling Mountain	7.60	7.60	.....	.....	.....	.....	.....	.....	7.60	60
61	Carthage & Copenhagen	8.66	8.66	.....	.....	.....	.....	.09	.....	8.75	61
62	Kanona & Prattsburgh	11.44	11.44	.....	.....	.....	.....	.....	.56	12.00	62
63	Keeseville, Ausable Chasm & Lake Champlain	5.64	5.64	.....	.....	.....	.....	.....	.50	6.14	63
64	Otis	1.08	1.08	.....	.....	.....	.....	.08	.09	1.25	64
65	Glenfield & Western	19.45	19.45	.....	.....	.....	.....	1.41	.....	20.86	65
66	Middleburgh & Schoharie	5.33	5.33	.....	.....	.....	.....	1.00	.....	6.33	66
67	Tunesassa & Bradford	5.98	5.98	.....	.....	.....	.....	.....	.....	5.98	67
68	Fulton Chain	2.21	2.21	.....	.....	.....	.....	.16	.....	2.37	68
69	Champlain & St. Lawrence	1.21	1.21	.....	.....	.....	.....	2.08	.....	3.29	69
70	Catskill & Tannersville	5.25	5.25	.....	.....	.....	.....	.....	.40	5.65	70
71	Port Chester Terminal	.54	.54	.....	.....	.....	.....	.....	.....	.54	71
72	Dexter & Northern	2.00	2.00	.....	.....	.....	.....	.....	.....	2.00	72
73	Erie Terminals	39.87	38.60	96.8	38.60	.....	.....	3.49	4.01	84.70	73
	Total mileage reported	24,129.24	8,797.49	.....	2,938.59	500.97	413.58	2,628.22	2,651.42	17,930.28	
	Trackage rights and other duplications	1,276.50	382.69	.....	167.14	14.43	12.90	6.22	10.62	594.00	
	Total steam road mileage	22,852.74	8,414.80	36.9	2,771.45	486.54	400.68	2,622.00	2,640.80	17,336.28	

[1] Excludes 47.53 miles of electric street railway. [2] Miles of yard tracks included with sidings. [3] Sidings and yard tracks in New York state not reported separately. [4] Includes 3.46 miles Clifton to Falconer, not in operation during year ended June 30, 1910.

TABLE 108b: SUMMARY OF STEAM LOCOMOTIVE EQUIPMENT IN SERVICE JUNE 30, 1910, OPERATING STEAM RAILROAD CORPORATIONS.

Names of the various types of locomotives are given wherever such names are in common use. For explanation of the type symbols, see Table 108a.

Corporation No.	Name of corporation.	Switchers.				Mallet articulated.			4-coupled.	Mogul.	Consolidation.	Decapod.		8-wheeler or American.	10-wheeler.	12-wheeler or Mastodon.	Columbia.	Prairie.	Mikado.	Santa Fe.		Atlantic.	Pacific.	4-coupled Forney.	4-coupled double-ender.	6-coupled double-ender.			Total locomotives available for service.	Class of service.				Corporation No.
		4-wheel.	6-wheel.	8-wheel.	10-wheel.	0-8-8-0	2-6-8-0	2-6-6-2																						Pass.	Frt.	Swit.	Co.	
		0-4-0	0-6-0	0-8-0	0-10-0				2-4-0	2-6-0	2-8-0	2-10-0	4-2-0	4-4-0	4-6-0	4-8-0	2-4-2	2-6-2	2-8-2	2-10-2	4-2-2	4-4-2	4-6-2	0-4-4	2-4-4	2-6-4	4-2-4	2-6-6						
1	Pennsylvania	99	321							215	2,132			405	12			1				250	2						3,437	668	2,349	420		1
2	New York Central & Hudson River	7	394¾		3			1		375	649		4	223	188	35		8				224	142		5			18	2,276¾	631	1,224	414¾	7	2
3	New York, New Haven & Hartford	22	175							358	39			425	106							12	30	9					1,176	528	451	197		3
4	Lake Shore & Michigan Southern		237		8					9	382			18	128			73				10	95						960	237	475	245	3	4
5	Erie		133			3	1			20	796	6		95	222						1	61	59		1				1,398	293	745	360		5
6	Boston & Maine	53	170	1						177	109			381	161	18	1					37		4		7			1,119	425	446	248		6
7	Lehigh Valley	1	51	34						23	259			82	288	41		10	47			29	8				1		874	135	492	218	29	7
8	Delaware, Lackawanna & Western	1	118	9						155	245			134	73	20													755	173	444	138		8
9	Delaware & Hudson	2	43			6				46	258			60	38												1		454	76	333	43	2	9
10	Northern Central	1	21							20	132			32								14							220	46	152	22		10
11	New York, Chicago & St. Louis		49							20	48			22	101														240	27	164	49		11
12	Long Island		26								16			95	41			5				4		1					188	106	35	27	20	12
13	Buffalo, Rochester & Pittsburgh		9							13	189	8		7	16	54						15							311	35	210	66		13
14	New York, Ontario & Western		3							80	74			27															184	48	133	3		14
15	Rutland	1	5							19	14			18	29														86	31	45	9	1	15
16	Central New England		6							2	30			14	7							1							60	18	32	10		16
17	New York, Susquehanna & Western									48	31			15	4														98	17	68	13		17
18	Buffalo & Susquehanna										63			5	4							5							77	10	63	4		18
19	Lehigh & Hudson River		1								24			3	18														46	3	42	1		19
20	Pittsburg, Shawmut & Northern		2							3	24			6	2					1					1				39	7	30	2		20
21	Ulster & Delaware		2											5	23														30	23	4	2	1	21
22	Syracuse, Binghamton & New York		5							6				6															17	6	6	5		22
23	South Buffalo	9	23							1	2				2														37	1		36		23
24	Lehigh & New England										20			2	1														23	2	21			24
25	New Jersey & New York									1				7															8	7		1		25
26	St. Lawrence & Adirondack													1	3														4	4				26
27	Buffalo Creek		12																										12			12		27
28	Fonda, Johnstown & Gloversville		1							2				4															7	4	2	1		28
29	Dunkirk, Allegheny Valley & Pittsburgh									2				9															11	4	7			29
30	Lake Champlain & Moriah								1	3					1				2										7		3	4		30
31	New York & Ottawa									3				5	1														9	4	5			31
33	Greenwich & Johnsonville									1				2															3	1	2			33
34	Genesee & Wyoming									2																			2		2			34
35	Jamestown, Chautauqua & Lake Erie													3	2														5	2	2	1		35
36	New York & Pennsylvania									2	1			2															5	2	3			36
37½	Delaware & Eastern									1				4															5	4	1			37½
38	Norwood & St. Lawrence									1				2				1											[1]4	[1]2	[1]2			38½
40	Little Falls & Dolgeville													1	1														2	1	1			40
41	Catskill Mountain													4															[1]4	[1]2	[1]2			41
42	New York, Auburn & Lansing									1				4															5	4	1			42
44	Niagara Junction	1	1																										2			2		44
45	Unadilla Valley													1	1														[1]2	[1]1	[1]1			45
46	Silver Lake												1	1								1							3	2	1			46
47	Owasco River	4																											4			4		47
48	Skaneateles	1																							2				3	2	1			48
49	Bath & Hammondsport													2															[1]2	[1]1	[1]1			49
51	Buffalo, Attica & Arcade									1					1														2	2				51
52	Raquette Lake														2														2	2				52
53	Lowville & Beaver River													1	1														[1]2	[1]1	[1]1			53
54	Dansville & Mount Morris													1	1														[1]2	[1]1	[1]1			54
55	Erie & Central New York													1															[1]1		[1]1			55
56	Marcellus & Otisco Lake								2																				[1]2	[1]1	[1]1			56
57	Cranberry Lake										1																		[1]1	[1]1				57
58	Schoharie Valley													1															[1]1	[1]1				58
59	Adirondack & St. Lawrence													2															[1]2	[1]1	[1]1			59
60	Sterling Mountain		1																										[1]1		[1]1			60
61	Carthage & Copenhagen																									1			[1]1		[1]1			61
62	Kanona & Prattsburgh													1															[1]1		[1]1			62
63	Keeseville, Ausable Chasm & Lake Champlain								1																				[1]1		[1]1			63
65	Glenfield & Western			1							1				1														3	1	1	1		65
66	Middleburgh & Schoharie																							1					[1]1		[1]1			66
67	Tunesassa & Bradford		1	1																									2		2			67
70	Catskill & Tannersville									2																			[1]2	[1]1	[1]1			70
72	Dexter & Northern	1																											1			1		72
	Totals	203	1,811¾	46	11	9	1	1	4	1,612	5,539	14	5	2,139	1,679	168	1	98	49	1	1	663	336	14	10	8	2	18	14,242¾	3,605	8,015	2,559¾	63	

The following named corporations report no locomotives in service June 30, 1910: 32. Terminal Railway of Buffalo; 39. Connecting Terminal; 43. Cooperstown and Charlotte Valley; 50. United States and Canada; 64. Otis; 68. Fulton Chain; 69. Champlain and St. Lawrence; 71. Port Chester Terminal; 73. Erie Terminals.

[1] Locomotives used for either passenger or freight service, but distributed under class of service so as to obtain an approximate total.

TABLE 108: EQUIPMENT IN SERVICE, JUNE 30, 1910,

The figures given are for the corporation as a whole; the equipment is not segregated according to state lines. The tractive power of locomotives is expressed
60 feet long or longer, when equipped with gas or electric lights, lavatory, and steel-tired wheels; all other passenger coaches are classed as second-class passenger
The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order

Corporation No.	Steam locomotives.		Freight box cars.				Flat cars.		Stock cars.		Coal cars.		All other freight cars.		Corporation No.
	Number.	Tractive power.	Capacity below 30 tons.		Capacity 30 tons and upward.		Number.	Total tons capacity.	Number.	Total tons capacity.	Number.	Total tons capacity.	Number.	Total tons capacity.	
			Number.	Total tons capacity.	Number.	Total tons capacity.									
1	[1] 3,437	1,102,336	49	1,185	45,096	1,902,210	1,751	82,645	1,238	40,080	91,685	3,626,910	4,098	150,456	1
2	[2] 2,276½	695,021	3,629	88,180	35,355	1,228,530	4,713	158,670	819	22,305	23,875	956,940	1,322	39,470	2
3	[3] 1,176	267,854	900	17,530	22,128	683,710	2,565	92,908	1	15	9,622	332,570	500	15,000	3
4	960	315,878	1,360	33,628	16,605	610,420	4,024	115,930	530	14,130	23,591	1,077,010	.....	.....	4
5	1,398	401,046	748	17,540	24,908	864,160	1,312	48,040	157	4,250	20,050	840,715	1,175	35,195	5
6	1,119	230,792	1,829	37,690	11,558	358,050	1,975	45,970	149	3,740	9,052	272,395	183	4,355	6
7	874	242,550	356	7,165	20,341	673,820	219	5,940	465	9,880	17,090	686,190	5,654	220,132	7
8	755	202,926	.....	.....	14,104	423,130	178	5,235	200	6,000	12,535	449,640	673	20,285	8
9	454	147,564	931	22,785	5,371	161,130	2,188	87,652	156	4,415	12,039	479,042	108	3,235	9
10	220	64,362	2	40	2,994	120,810	23	910	3	80	6,437	258,710	.....	.....	10
11	240	51,245	1,121	22,420	6,579	236,870	557	11,140	.....	.....	3,891	148,170	175	3,500	11
12	188	40,301	368	8,740	425	17,030	.....	.....	.....	.....	.....	.....	817	27,395	12
13	311	97,728	790	19,600	2,465	86,895	144	2,966	10	300	12,549	501,113	274	10,863	13
14	184	47,986	150	2,916	673	25,610	414	10,604	54	1,270	5,432	171,396	85	2,550	14
15	86	21,368	218	4,335	1,304	39,120	371	14,405	70	1,970	443	17,720	39	1,025	15
16	60	14,484	30	589	25	750	35	697	2	40	156	4,356	.....	.....	16
17	98	20,593	15	360	.....	.....	3	75	.....	.....	722	28,765	.....	.....	17
18	77	26,245	.....	.....	495	19,800	108	3,565	.....	.....	200	10,000	3,911	180,970	18
19	46	14,965	6	240	77	2,310	.....	.....	.....	.....	443	17,720	35	1,400	19
20	39	13,424	222	5,550	468	14,040	19	510	.....	.....	2,615	100,900	64	1,700	20
21	30	7,472	43	668	.....	.....	104	1,866	2	60	12	240	13	244	21
22	17	3,030	.....	.....	608	18,240	13	340	.....	.....	.....	.....	.....	.....	22
23	37	9,594	.....	.....	.....	.....	30	1,500	.....	.....	.....	.....	[4] 30	1,500	23
24	23	7,206	.....	.....	300	9,000	17	425	.....	.....	446	15,940	.....	.....	24
25	8	1,134	1	20	15	450	.....	.....	.....	.....	.....	.....	.....	.....	25
26	4	1,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	12	3,326	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	7	1,360	.....	.....	.....	.....	10	300	.....	.....	.....	.....	.....	.....	28
29	11	2,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	7	1,909	1	20	.....	.....	9	72	.....	.....	.....	.....	332	4,225	30
31	9	1,502	2	40	.....	.....	54	1,080	.....	.....	.....	.....	.....	.....	31
33	3	454	.....	.....	1	25	2	30	.....	.....	8	178	.....	.....	33
34	2	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	5	794	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	5	1,576	.....	.....	.....	.....	30	600	.....	.....	.....	.....	.....	.....	36
37½	5	802	.....	.....	25	750	102	2,900	.....	.....	.....	.....	7	210	37½
38	4	792	7	175	.....	.....	4	80	.....	.....	.....	.....	.....	.....	38
40	2	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	4	328	6	56	.....	.....	5	50	.....	.....	7	66	.....	.....	41
42	5	719	4	100	.....	.....	36	790	.....	.....	10	250	.....	.....	42
44	2	415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	2	328	3	45	.....	.....	5	100	.....	.....	.....	.....	.....	.....	45
46	3	388	20	400	.....	1	20	.....	.....	.....	57	1,700	.....	.....	46
47	4	648	2	35	15	600	26	594	.....	.....	5	250	.....	.....	47
48	3	372	.....	.....	.....	.....	4	80	.....	.....	.....	.....	.....	.....	48
49	2	223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
51	2	301	.....	.....	.....	.....	1	15	.....	.....	.....	.....	.....	.....	51
52	2	360	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	2	322	1	15	.....	.....	3	45	.....	.....	.....	.....	.....	.....	53
54	2	283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	1	117	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	2	336	.....	.....	.....	.....	2	30	.....	.....	.....	.....	.....	.....	56
57	1	116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
58	1	93	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
59	2	.....	1	[6]	.....	.....	.....	.....	.....	.....	.....	.....	15	[6]	59
60	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	1	181	.....	.....	.....	.....	1	25	.....	.....	.....	.....	.....	.....	61
62	1	105	5	100	.....	.....	1	10	.....	.....	5	75	.....	.....	62
63	1	117	1	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
64	.....	.....	2	16	.....	.....	.....	.....	.....	.....	2	16	.....	.....	64
65	3	544	.....	.....	.....	.....	8	240	.....	.....	.....	.....	.....	.....	65
66	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	2	.....	1	20	.....	.....	.....	.....	.....	.....	.....	.....	9	180	67
70	2	242	1	6	.....	.....	1	10	.....	.....	.....	.....	.....	.....	70
72	1	69	.....	.....	3	120	3	60	.....	.....	.....	.....	.....	.....	72

[1] Respondent also owns 2 electric locomotives. [2] Respondent also owns 47 electric locomotives. [3] Respondent also owns 44 electric locomotives. [4] Owned by respondent but leased to the Lackawanna Steel Company. [6] Capacity not known.

OPERATING STEAM RAILROAD CORPORATIONS.

in hundreds of pounds. The capacity of freight cars is expressed in tons of 2000 pounds each. First-class passenger cars, as classified hereunder, include all coaches cars.
and their ranking on the basis of operating revenues, see page 23.

Corporation No	Operating corporation.	First-class passenger cars.				Second-class passenger cars.				All other passenger train cars.	Total number passenger train cars.	Corporation No.
		Number seating less than 60 passengers.	Number seating 60 to 79 passengers.	Number seating 80 or more passengers.	Average seating capacity.	Number seating less than 40 passengers.	Number seating 40 to 59 passengers.	Number seating 60 or more passengers.	Average seating capacity.			
1	Pennsylvania	.....	.....	76	84	.....	431	692	65	265	1,464	1
2	New York Central & Hudson River	15	431	130	71	1	24	727	66	272	1,600	2
3	New York, New Haven & Hartford	8	762	.....	75	.....	172	525	65	630	2,097	3
4	Lake Shore & Michigan Southern	.....	41	79	82	.....	4	193	66	36	353	4
5	Erie	1	156	14	73	.....	48	365	60	157	741	5
6	Boston & Maine	.....	304	2	74	6	84	639	68	321	1,356	6
7	Lehigh Valley	4	109	.....	70	.....	123	7	55	71	314	7
8	Delaware, Lackawanna & Western [5]	11	358	.....	67	.....	28	49	60	107	533	8
9	Delaware & Hudson	25	212	25	67	.....	.....	.....	.....	48	310	9
10	Northern Central	.....	.....	.....	.....	.....	45	48	57	20	113	10
11	New York, Chicago & St. Louis	.....	54	.....	64	.....	.....	9	64	7	70	11
12	Long Island	.....	64	.....	66	1	219	278	59	175	737	12
13	Buffalo, Rochester & Pittsburgh	3	16	10	73	.....	4	29	63	19	81	13
14	New York, Ontario & Western	4	55	.....	74	.....	36	39	60	37	171	14
15	Rutland	.....	11	.....	70	.....	15	21	62	14	61	15
16	Central New England	.....	18	.....	72	.....	6	4	59	14	42	16
17	New York, Susquehanna & Western	.....	5	.....	78	.....	11	42	62	20	78	17
18	Buffalo & Susquehanna	.....	14	2	71	.....	6	.....	54	14	36	18
19	Lehigh & Hudson River	4	2	.....	57	.....	.....	.....	.....	6	12	19
20	Pittsburg, Shawmut & Northern	.....	.....	.....	.....	.....	5	5	58	8	18	20
21	Ulster & Delaware	.....	.....	10	82	.....	.....	17	62	4	31	21
22	Syracuse, Binghamton & New York	1	3	.....	61	.....	1	2	57	1	8	22
23	South Buffalo	.....	.....	.....	.....	.....	2	.....	54	.....	2	23
24	Lehigh & New England	.....	.....	.....	.....	.....	2	56	.....	3	5	24
25	New Jersey & New York	.....	4	.....	78	.....	.....	20	62	7	31	25
26	St. Lawrence & Adirondack	.....	5	.....	69	.....	.....	1	.....	1	7	26
27	Buffalo Creek	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Fonda, Johnstown & Gloversville	.....	.....	.....	.....	.....	5	16	68	3	24	28
29	Dunkirk, Allegheny Valley & Pittsburgh	.....	.....	.....	.....	.....	2	9	62	1	12	29
30	Lake Champlain & Moriah	.....	.....	.....	.....	.....	.....	.....	.....	3	3	30
31	New York & Ottawa	.....	.....	.....	.....	.....	1	6	62	3	10	31
33	Greenwich & Johnsonville	.....	.....	.....	.....	.....	1	.....	56	3	4	33
34	Genesee & Wyoming	.....	.....	.....	.....	.....	.....	.....	.....	2	2	34
35	Jamestown, Chautauqua & Lake Erie	.....	2	.....	60	.....	.....	.....	.....	1	3	35
36	New York & Pennsylvania	.....	.....	.....	.....	.....	3	.....	54	3	6	36
37½	Delaware & Eastern	.....	.....	.....	.....	.....	5	.....	55	4	9	37½
38	Norwood & St. Lawrence	1	.....	.....	.....	.....	2	.....	.....	.....	3	38
40	Little Falls & Dolgeville	1	1	.....	60	.....	.....	.....	.....	2	4	40
41	Catskill Mountain	.....	.....	.....	.....	.....	12	.....	45	.....	12	41
42	New York, Auburn & Lansing	.....	.....	.....	.....	.....	1	2	60	2	5	42
44	Niagara Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Unadilla Valley	1	.....	.....	58	.....	.....	.....	.....	3	4	45
46	Silver Lake	2	.....	.....	56	.....	.....	.....	.....	1	3	46
47	Owasco River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Skaneateles	.....	.....	.....	.....	.....	.....	.....	.....	2	2	48
49	Bath & Hammondsport	.....	.....	.....	.....	.....	.....	1	62	1	2	49
51	Buffalo, Attica & Arcade	.....	1	.....	75	.....	.....	.....	.....	1	2	51
52	Raquette Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Lowville & Beaver River	.....	.....	.....	.....	.....	.....	1	.....	1	2	53
54	Dansville & Mt. Morris	.....	.....	.....	.....	.....	.....	1	60	1	2	54
55	Erie & Central New York [5]	.....	.....	.....	.....	.....	1	.....	54	2	3	55
56	Marcellus & Otisco Lake	1	.....	.....	.....	.....	.....	.....	.....	1	2	56
57	Cranberry Lake	.....	.....	.....	.....	.....	1	.....	60	1	2	57
58	Schoharie Valley	.....	.....	.....	.....	.....	.....	.....	.....	1	1	58
59	Adirondack & St. Lawrence	.....	.....	.....	.....	.....	.....	.....	.....	1	1	59
60	Sterling Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	Carthage & Copenhagen	.....	.....	.....	.....	.....	.....	1	64	1	2	61
62	Kanona & Prattsburgh	.....	.....	.....	.....	.....	.....	.....	.....	1	1	62
63	Keeseville, Ausable Chasm & Lake Champlain	.....	.....	.....	.....	.....	.....	.....	.....	2	2	63
64	Otis	.....	.....	.....	.....	.....	.....	2	75	.....	2	64
65	Glenfield & Western	.....	.....	.....	.....	1	.....	.....	30	.....	1	65
66	Middleburgh & Schoharie	.....	.....	.....	.....	.....	1	.....	.....	.....	1	66
67	Tunesassa & Bradford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
70	Catskill & Tannersville	.....	.....	.....	.....	.....	1	1	58	1	3	70
72	Dexter & Northern	.....	.....	.....	.....	.....	.....	.....	.....	1	1	72

The following named corporations report no equipment: 32. Terminal Railway of Buffalo; 39. Connecting Terminal; 43. Cooperstown and Charlotte Valley; 50. United States and Canada; 68. Fulton Chain; 69. Champlain and St. Lawrence; 71. Port Chester Terminal; 73. Erie Terminals.

[5] Equipment reported by the Erie & Central New York R.R. Co. is also included in that reported by the Delaware, Lackawanna & Western R.R. Co.

TABLE 108a: STEAM LOCOMOTIVE EQUIPMENT IN SERVICE, JUNE 30, 1910, OPERATING STEAM RAILROAD CORPORATIONS.

In the symbol for each type of locomotive the first figure shows the number of front-truck wheels, the last figure the number of rear-truck wheels or trailers, and the middle figure (or figures in the case of articulated compounds) the number of drivers.

The tractive power is expressed in hundreds of pounds. One ton, or twenty hundred pounds of tractive power, is required to haul three hundred tons at a speed of ten miles per hour on a straight, level track, with moderate weather conditions.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Type of locomotive.	Number of locomotives.		Tractive power at close of year.		Average weight, in tons.		Number of locomotives at close of year, classified according to age.				
	At beginning of year.	At close of year.	Average.	Total.	Excl. of tender.	On drivers.	Under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 years and older.
1. Pennsylvania:											
0–4–0	96	99	194	19,222	44	44	23	40	26	7	3
0–6–0	321	321	269	86,382	65	65	154	61	20	67	19
2–6–0	215	215	301	64,758	78	68	.....	133	82	.....	.....
2–8–0	2,088	2,132	369	785,972	89	79	809	629	134	310	250
4–4–0	417	405	191	77,221	64	45	90	107	85	87	36
4–6–0	12	12	287	3,446	86	66	.....	11	.....	1	.....
2–6–2	1	1	275	275	117	83	1	.....	.....	.....	.....
4–4–2	245	250	258	64,446	91	58	117	133	.....	.....	.....
4–6–2	0	2	307	614	136	89	2	.....	.....	.....	.....
Total....	3,395	3,437	.....	1,102,336	.....	.....	1,196	1,114	347	472	308
2. New York Central and Hudson River:											
0–4–0	11	7	136	954	34	34	.....	.....	1	2	4
0–6–0	377⅔	394⅔	298	117,621	68	68	135	134	41	25⅔	59
0–10–0	3	3	576	1,728	135	135	.....	3	.....	.....	.....
2–6–0	403	375	243	90,974	66	58	126	79	114	33	23
2–8–0	634	649	421	273,524	102	91	287	292	38	21	11
4–2–0	4	4	44	176	43	12	.....	.....	2	1	1
4–4–0	243	223	164	37,403	56	38	17	43	53	67	43
4–6–0	191	188	310	58,248	98	75	142	16	26	4	.....
4–8–0	40	35	274	9,575	72	59	.....	.....	19	14	2
2–6–2	10	8	286	2,288	117	83	.....	8	.....	.....	.....
4–4–2	224	224	244	54,331	92	52	95	129	.....	.....	.....
4–6–2	105	142	297	42,177	126	81	121	21	.....	.....	.....
2–4–4	7	5	100	500	53	26	.....	.....	.....	2	3
2–6–6	18	18	268	4,824	113	68	18	.....	.....	.....	.....
2–6–6–2	0	1	698	698	171	148	1	.....	.....	.....	.....
Total....	2,270⅔	2,276⅔	.....	695,021	.....	.....	942	725	294	169⅔	146
3. New York, New Haven and Hartford:											
0–4–0	23	22	150	3,305	34	34	.....	.....	2	1	19
0–6–0	176	175	268	46,938	57	57	35	71	15	34	20
2–6–0	360	358	269	96,211	70	60	40	163	49	39	67
2–8–0	39	39	313	12,197	74	67	.....	.....	.....	35	4
4–4–0	431	425	167	70,954	52	34	.....	80	82	84	179
4–6–0	106	106	234	24,783	67	51	5	67	.....	17	17
4–4–2	12	12	247	2,960	100	53	12	.....	.....	.....	.....
4–6–2	30	30	316	9,465	115	71	30	.....	.....	.....	.....
0–4–4	8	9	114	1,041	33	33	.....	.....	.....	2	7
Total....	1,185	1,176	.....	267,854	.....	.....	122	381	148	212	313
4. Lake Shore and Michigan Southern:											
0–4–0	1	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
0–6–0	249	237	295	70,123	67	66	120	58	15	22	22
0–10–0	8	8	576	4,608	135	135	3	5	.....	.....	.....
2–6–0	10	9	214	1,926	59	50	4	1	.....	.....	4
2–8–0	322	382	424	162,101	105	91	167	190	25	.....	.....
4–4–0	23	18	137	2,466	49	32	5	5	3	.....	5
4–6–0	173	128	193	24,749	62	47	18	10	66	30	4
2–6–2	71	73	265	19,360	102	73	20	53	.....	.....	.....
4–4–2	10	10	214	2,140	83	49	10	.....	.....	.....	.....
4–6–2	45	95	299	28,405	131	86	95	.....	.....	.....	.....
Total....	912	960	.....	315,878	.....	.....	442	322	109	52	35

Type of locomotive.	Number of locomotives.		Tractive power at close of year.		Average weight, in tons.		Number of locomotives at close of year, classified according to age.				
	At beginning of year.	At close of year.	Average.	Total.	Excl. of tender.	On drivers.	Under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 years and older.
10. Northern Central:											
0–4–0	3	1	188	188	40	40	.....	.....	1	.....	.....
0–6–0	18	21	256	5,390	61	61	7	.....	4	10	.....
2–6–0	20	20	293	5,865	76	66	.....	.....	9	11	.....
2–8–0	132	132	329	43,464	81	71	26	40	11	48	7
4–4–0	33	32	178	5,686	59	40	.....	6	6	20	.....
4–4–2	12	14	269	3,769	94	60	9	5	.....	.....	.....
Total...	218	220	.....	64,362	.....	.....	42	51	31	89	7
11. New York, Chicago and St. Louis:											
0–6–0	44	49	231	11,076	52	52	26	15	8	.....	.....
2–6–0	20	20	177	3,540	51	43	.....	.....	.....	5	15
2–8–0	48	48	277	13,300	80	71	18	30	.....	.....	.....
4–4–0	26	22	150	3,307	50	32	.....	6	.....	.....	16
4–6–0	92	101	198	20,020	62	47	50	.....	10	20	21
Total...	230	240	.....	51,245	.....	.....	94	51	18	25	52
12. Long Island:											
0–6–0	26	26	231	6,000	53	53	4	8	1	8	5
2–8–0	16	16	281	4,496	68	61	.....	2	3	8	3
4–4–0	95	95	191	18,107	63	43	21	29	5	20	20
4–6–0	41	41	237	9,725	72	56	.....	20	5	13	3
2–6–2	5	5	199	994	101	64	.....	5	.....	.....	.....
4–4–2	4	4	221	885	84	47	.....	4	.....	.....	.....
0–4–4	1	1	94	94	28	20	.....	.....	.....	1	.....
Total...	188	188	.....	40,301	.....	.....	25	68	14	50	31
13. Buffalo, Rochester and Pittsburgh:											
0–6–0	9	9	267	2,401	59	59	.....	5	1	.....	3
2–6–0	13	13	191	2,486	50	44	.....	.....	2	7	4
2–8–0	179	189	335	63,326	84	75	62	71	1	43	12
2–10–0	6	8	527	4,218	134	122	8	.....	.....	.....	.....
4–4–0	7	7	153	1,072	50	33	.....	.....	1	4	2
4–6–0	16	16	202	3,234	66	51	.....	3	8	3	2
4–8–0	55	54	321	17,348	81	66	.....	17	37	.....	.....
4–4–2	14	15	243	3,643	84	48	7	8	.....	.....	.....
Total...	299	311	.....	97,728	.....	.....	77	104	50	57	23
14. New York, Ontario and Western:											
0–6–0	0	3	325	975	74	74	3	.....	.....	.....	.....
2–6–0	81	80	251	20,060	73	63	27	25	2	16	10
2–8–0	74	74	302	22,418	74	66	1	19	4	38	12
4–4–0	28	27	168	4,533	57	39	3	1	12	.....	11
Total...	183	184	.....	47,986	.....	.....	34	45	18	54	33
15. Rutland:											
0–4–0	1	1	139	139	32	32	.....	.....	.....	1	.....
0–6–0	5	5	261	1,303	58	58	2	3	.....	.....	.....
2–6–0	20	19	223	4,243	58	48	.....	.....	8	2	9
2–8–0	10	14	366	5,117	95	84	10	.....	3	.....	1
4–4–0	19	18	150	2,691	49	32	.....	.....	7	4	7
4–6–0	25	29	272	7,875	78	59	4	18	2	5	.....
Total...	80	86	.....	21,368	.....	.....	16	21	20	12	17

5. Erie:

0-6-0	129	133	231	30,774	59	59	9	36	6	9	73
2-6-0	23	20	163	3,264	55	47	.....	.....	.....	3	17
2-8-0	757	796	339	269,716	89	79	160	307	89	.....	240
2-10-0	6	6	356	2,134	100	87	.....	.....	.....	6	.....
4-2-2	1	1	43	43	41	9	.....	.....	.....	.....	1
4-4-0	110	95	138	13,069	55	38	.....	.....	2	2	91
4-6-0	229	222	225	49,888	76	59	.....	50	45	104	23
4-4-2	61	61	192	11,732	84	43	.....	35	26	.....	.....
4-6-2	59	59	285	16,791	115	75	40	19	.....	.....	.....
2-4-4	1	1	131	131	38	33	.....	.....	.....	1	.....
0-8-8-0	3	3	948	2,844	205	205	3	.....	.....	.....	.....
2-6-8-0	0	1	660	660	178	167	1	.....	.....	.....	.....
Total....	1,379	1,398	.....	401,046	.....	.....	213	447	168	125	445

6. Boston and Maine:

0-4-0	63	53	136	7,184	35	35	1	.....	.....	19	33
0-6-0	154	170	212	35,797	53	53	70	46	18	25	11
0-8-0	1	1	192	192	52	52	.....	.....	.....	.....	1
2-6-0	149	177	239	42,245	68	59	73	47	9	28	20
2-8-0	90	109	330	36,066	84	73	50	50	.....	.....	9
4-4-0	390	381	155	59,219	43	34	20	24	63	79	195
4-6-0	162	161	214	34,464	66	50	8	18	33	33	69
4-8-0	18	18	312	5,616	84	64	.....	.....	10	.....	8
2-4-2	1	1	178	178	50	31	.....	.....	.....	1	.....
4-4-2	39	37	245	8,049	85	44	30	6	.....	1	.....
0-4-4	5	4	121	484	50	33	.....	.....	.....	4	.....
2-6-4	7	7	186	1,298	51	45	.....	.....	.....	7	.....
Total....	1,079	1,119	.....	230,792	.....	.....	252	191	133	197	346

7. Lehigh Valley:

0-4-0	1	1	195	196	48	48	1	.....	.....	.....	.....
0-6-0	50	51	195	9,937	52	52	8	3	2	12	26
0-8-0	29	34	372	12,648	97	97	20	14	.....	.....	.....
2-6-0	25	23	244	5,623	57	52	1	1	1	15	5
2-8-0	253	259	337	86,614	90	79	97	24	40	44	54
4-4-0	90	82	169	13,847	45	32	1	2	8	28	43
4-6-0	288	288	252	72,543	78	64	92	74	22	60	40
4-8-0	42	41	229	9,177	57	.....	.....	.....	.....	19	22
2-6-2	10	10	291	2,905	106	68	.....	10	.....	.....	.....
2-8-2	47	47	434	20,407	118	89	20	27	.....	.....	.....
4-4-2	29	29	211	6,153	82	47	5	13	11	.....	.....
4-6-2	8	8	307	2,454	121	77	8	.....	.....	.....	.....
4-2-4	1	1	46	46	21	13	1	.....	.....	.....	.....
Total....	873	874	.....	242,550	.....	.....	254	168	84	178	190

8. Delaware, Lackawanna and Western:

0-4-0	1	1	105	105	31	31	.....	.....	.....	.....	1
0-6-0	111	118	258	30,440	65	65	57	59	.....	.....	2
0-8-0	6	9	434	3,905	103	103	9	.....	.....	.....	.....
2-6-0	170	155	225	34,913	66	58	28	31	5	20	71
2-8-0	223	245	340	83,278	91	81	84	107	34	.....	20
4-4-0	141	134	173	23,178	63	44	5	56	5	27	41
4-6-0	67	73	271	19,764	82	65	27	5	10	6	25
4-8-0	20	20	367	7,343	100	79	.....	.....	20	.....	.....
Total....	739	755	.....	202,926	.....	.....	210	258	74	53	160

9. Delaware and Hudson:

0-4-0	2	2	78	156	23	23	1	.....	.....	.....	2
0-6-0	44	43	248	10,670	64	64	5	30	5	.....	3
2-6-0	60	46	176	8,090	56	49	1	1	9	20	15
2-8-0	258	258	385	99,240	97	84	97	98	61	2	.....
4-4-0	65	60	193	11,600	62	39	.....	13	38	8	1
4-6-0	38	38	302	11,477	89	66	20	18	.....	.....	.....
4-2-4	1	1	31	31	31	13	.....	.....	.....	.....	.....
0-8-8-0	0	6	1,050	6,300	222½	222½	6	.....	.....	.....	.....
Total....	468	454	.....	147,564	.....	.....	130	160	113	30	21

16. Central New England:

0-6-0	4	6	280	1,728	60	60	4	2	.....	.....	.....
2-6-0	2	2	174	348	52	43	.....	.....	.....	.....	2
2-8-0	30	30	283	8,487	69	64	16	5	.....	8	1
4-4-0	17	14	155	2,177	49	31	.....	1	1	5	7
4-6-0	4	7	226	1,581	70	52	3	.....	.....	4	.....
4-4-2	1	1	163	60	31	.....	1	.....	.....	.....	.....
Total...	58	60	.....	14,484	.....	.....	23	9	1	17	10

17. New York, Susquehanna and Western:

2-6-0	50	48	198	9,492	51	44	.....	.....	2	28	18
2-8-0	29	31	259	8,023	73	66	1	.....	.....	7	23
4-4-0	12	15	148	2,228	49	33	.....	.....	.....	8	7
4-6-0	2	4	213	850	68	54	.....	.....	.....	4	.....
Total...	93	98	.....	20,593	.....	.....	1	.....	2	47	48

18. Buffalo and Susquehanna:

2-8-0	63	63	370	23,276	88	79	46	10	7	.....	.....
4-4-0	6	5	187	937	63	40	3	.....	1	1	.....
4-6-0	4	4	218	874	64	48	.....	.....	3	1	.....
4-4-2	5	5	232	1,158	75	45	5	.....	.....	.....	.....
Total...	78	77	.....	26,245	.....	.....	54	10	11	2	.....

19. Lehigh and Hudson River:

0-6-0	1	1	191	191	47	47	.....	.....	1	.....	.....
2-8-0	24	24	379	9,108	81	76	16	4	4	.....	.....
4-4-0	3	3	184	551	56	38	1	.....	2	.....	.....
4-6-0	18	18	284	5,114	71	56	13	.....	5	.....	.....
Total...	46	46	.....	14,964	.....	.....	30	4	12	.....	.....

20. Pittsburg, Shawmut and Northern:

0-6-0	2	2	347	693	69	69	.....	2	.....	.....	.....
2-6-0	4	3	212	636	58	51	.....	.....	2	1	.....
2-8-0	24	24	433	10,376	94	86	8	10	6	.....	.....
4-4-0	6	6	117	704	42	27	.....	.....	.....	.....	6
4-6-0	2	2	131	262	45	32	.....	.....	.....	.....	2
2-10-2	1	1	636	636	142	117	1	.....	.....	.....	.....
2-4-4	1	1	117	117	52	24	.....	.....	.....	1	.....
Total...	40	39	.....	13,424	.....	.....	9	12	8	2	8

21. Ulster and Delaware:

0-6-0	2	2	198	396	53	53	.....	.....	.....	.....	2
4-4-0	5	5	177	887	52	33	.....	.....	4	.....	1
4-6-0	23	23	269	6,189	78	58	12	7	3	1	.....
Total...	30	30	.....	7,472	.....	.....	12	7	7	1	3

22. Syracuse, Binghamton and New York:

0-6-0	5	5	207	1,035	56	56	.....	2	.....	1	2
2-6-0	6	6	179	1,077	57	48	.....	.....	.....	2	4
4-4-0	8	6	153	918	54	37	.....	.....	.....	.....	6
Total...	19	17	.....	3,030	.....	.....	.....	2	.....	3	12

23. South Buffalo:

0-4-0	9	9	121	1,087	34	34	.....	8	.....	.....	1
0-6-0	19	23	310	7,136	69	69	12	10	.....	.....	1
2-6-0	1	1	178	178	52	46	.....	1	.....	.....	.....
2-8-0	2	2	382	763	92	84	.....	2	.....	.....	.....
4-6-0	2	2	215	430	66	56	.....	1	.....	.....	1
Total...	33	37	.....	9,594	.....	.....	12	22	.....	.....	3

24. Lehigh and New England:

2-8-0	20	20	330	6,596	70	59	15	5	.....	.....	.....
4-4-0	2	2	177	354	51	33	.....	.....	2	.....	.....
4-6-0	2	1	256	256	65	53	.....	1	.....	.....	.....
Total...	24	23	.....	7,206	.....	.....	15	6	2	.....	.....

TABLE 108a: STEAM LOCOMOTIVE EQUIPMENT IN SERVICE, JUNE 30, 1910, OPERATING STEAM RAILROAD CORPORATIONS (*concluded*).

In the symbol for each type of locomotive the first figure shows the number of front-truck wheels, the last figure the number of rear-truck wheels or trailers, and the middle figure (or figures in the case of articulated compounds) the number of drivers.

The tractive power is expressed in hundreds of pounds. One ton, or twenty hundred pounds of tractive power, is required to haul three hundred tons at a speed of ten miles per hour on a straight, level track, with moderate weather conditions.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Type of locomotive.	Number of locomotives.		Tractive power at close of year.		Average weight, in tons.		Number of locomotives at close of year, classified according to age.				
	At beginning of year.	At close of year.	Average.	Total.	Excl. of tender.	On drivers.	Under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 years and older.
25. New Jersey and New York:											
2–6–0	1	1	214	214	67	55	.....	.....	.....	.....	1
4–4–0	7	7	131	920	61	41	.....	.....	.....	.....	7
Total....	8	8	.....	1,134	.....	.....	.....	.....	.....	.....	8
26. St. Lawrence and Adirondack:											
4–4–0	1	1	199	199	63	42	.....	.....	1	.....	.....
4–6–0	3	3	280	840	84	64	.....	.....	3	.....	.....
Total....	4	4	.....	1,039	.....	.....	.....	.....	4	.....	.....
27. Buffalo Creek:											
0–6–0	12	12	277	3,326	62	62	3	2	5	.....	2
28. Fonda, Johnstown and Gloversville:											
0–6–0	1	1	220	220	51	51	.....	.....	.....	1	.....
2–6–0	2	2	250	500	60	50	.....	.....	1	1	.....
4–4–0	4	4	160	640	48	32	.....	1	2	1	.....
0–4–4	1	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total....	8	7	.....	1,360	.....	.....	.....	1	3	3	.....
29. Dunkirk, Allegheny Valley and Pittsburgh:											
2–6–0	4	2	178	356	53	46	.....	.....	.....	.....	2
4–4–0	4	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
4–6–0	3	9	192	1,724	62	48	3	1	.....	5	.....
Total....	11	11	.....	2,080	.....	.....	3	1	.....	5	2
30. Lake Champlain and Moriah:											
2–4–0	1	1	164	164	42	37	.....	1	.....	.....	.....
2–6–0	3	3	208	623	53	45	.....	1	.....	1	1
4–6–0	1	1	210	210	51	40	.....	1	.....	.....	.....
2–8–2	2	2	456	912	107	87	2	.....	.....	.....	.....
Total....	7	7	.....	1,909	.....	.....	2	3	.....	1	1
31. New York and Ottawa:											
2–6–0	3	3	206	618	60	52	2	.....	.....	1	.....
4–4–0	6	5	144	722	53	34	.....	.....	.....	.....	5
4–6–0	1	1	162	162	57	44	.....	.....	.....	1	.....
Total....	10	9	.....	1,502	.....	.....	2	.....	.....	2	5
33. Greenwich and Johnsonville:											
2–6–0	1	1	177	177	52	46	.....	.....	.....	1	.....
4–4–0	2	2	138	277	44	30	.....	1	.....	.....	1
Total....	3	3	.....	454	.....	.....	.....	1	.....	1	1
34. Genesee and Wyoming:											
2–6–0	2	2	225	450	55	48	1	1	.....	.....	.....
45. Unadilla Valley:											
4–4–0	1	1	118	118	50	50	.....	.....	1	.....	.....
4–6–0	1	1	210	210	55	55	.....	.....	1	.....	.....
Total...	2	2	.....	328	.....	.....	.....	.....	2	.....	.....
46. Silver Lake:											
4–2–0	1	1	131	131	40	29	.....	.....	.....	.....	1
4–4–0	1	1	186	186	57	51	.....	.....	.....	1	.....
4–4–2	1	1	71	71	34	24	.....	.....	.....	.....	1
Total...	3	3	.....	388	.....	.....	.....	.....	.....	1	2
47. Owasco River:											
0–4–0	4	4	162	648	38	38	2	.....	.....	2	.....
48. Skaneateles:											
0–4–0	1	1	142	142	30	30	.....	.....	.....	.....	1
2–4–4	2	2	115	230	35	20	.....	.....	.....	.....	2
Total...	3	3	.....	372	.....	.....	.....	.....	.....	.....	3
49. Bath and Hammondsport:											
4–4–0	2	2	112	223	38	25	.....	.....	.....	.....	2
51. Buffalo, Attica and Arcade:											
2–6–0	1	1	176	176	49	41	.....	.....	.....	.....	1
4–4–0	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4–6–0	1	1	124	124	44	34	.....	.....	.....	.....	1
Total...	3	2	.....	300	.....	.....	.....	.....	.....	.....	2
52. Raquette Lake:											
4–6–0	2	2	180	360	53	41	.....	.....	.....	.....	2
53. Lowville and Beaver River:											
4–4–0	1	1	153	153	26	.....	.....	.....	.....	.....	1
4–6–0	1	1	169	169	38	.....	.....	.....	.....	1	.....
Total...	2	2	.....	322	.....	.....	.....	.....	.....	1	1
54. Dansville and Mount Morris:											
4–4–0	2	1	111	111	43	29	.....	.....	1	.....	.....
4–6–0	0	1	172	172	54	42	.....	.....	1	.....	.....
Total...	2	2	.....	283	.....	.....	.....	.....	2	.....	.....
55. Erie and Central New York:											
4–4–0	2	1	117	117	38	26	.....	.....	.....	.....	1
56. Marcellus and Otisco Lake:											
2–4–0	2	2	168	336	.....	.....	1	Age record of one locomotive only			

35. Jamestown, Chautauqua and Lake Erie:

4–4–0	3	3	131	403	44	30	No record as to age				.....
4–6–0	2	2	130	391	36	42	No record as to age				.....
Total....	5	5	.....	794	.....	.....	.....	.....	.....	.....	.....

36. New York and Pennsylvania:

2–6–0	2	2	374	747	88	74	.....	2	.....	.....	.....
2–8–0	1	1	245	245	51	47	1	.....	.....	.....	.....
4–4–0	2	2	292	584	80	64	1	.....	.....	1	.....
Total....	5	5	.....	1,576	.....	.....	2	2	.....	1	.....

37½. Delaware and Eastern:

2–6–0	1	1	188	188	44	42	.....	.....	.....	.....	1
4–4–0	4	4	153	614	47	34	.....	.....	.....	.....	4
Total....	5	5	.....	802	.....	.....	.....	.....	.....	.....	5

38. Norwood and St. Lawrence:

2–6–0	1	1	256	256	66	57	1	.....	.....	.....	.....
4–4–0	1	2	170	340	42	28	.....	.....	.....	.....	2
2–6–2	1	1	196	196	52	45	.....	1	.....	.....	.....
Total....	3	4	.....	792	.....	.....	1	1	.....	.....	2

40. Little Falls and Dolgeville:

4–4–0	1	1	150	150	44	28	.....	.....	.....	1	.....
4–6–0	1	1	150	150	45	36	.....	.....	.....	1	.....
Total....	2	2	.....	300	.....	.....	.....	.....	.....	2	.....

41. Catskill Mountain:

4–4–0	4	4	82	328	27	18	1	.....	.....	.....	3

42. New York, Auburn and Lansing:

2–6–0	1	1	213	213	57	49	.....	.....	.....	1	.....
4–4–0	3	4	127	506	.....	.....	.....	.....	.....	1	3
Total....	4	5	.....	719	.....	.....	.....	.....	.....	2	3

44. Niagara Junction:

0–4–0	1	1	177	177	37	37	.....	.....	.....	1	.....
0–6–0	1	1	238	238	50	50	.....	.....	1	.....	.....
Total....	2	2	.....	415	.....	.....	.....	.....	1	1	.....

57. Cranberry Lake:

2–8–0	1	1	116	116	50	45	1	.....	.....	.....	.....

58. Schoharie Valley:

4–4–0	1	1	93	93	38	26	.....	.....	.....	.....	1

59. Adirondack and St. Lawrence:

4–4–0	2	2	199	398	63	42	.....	.....	.....	.....	.....

60. Sterling Mountain:

0–6–0	1	1	.....	.....	40	40	.....	.....	1	.....	.....

61. Carthage and Copenhagen:

2–6–4	1	1	181	181	36	31	1	.....	.....	.....	.....

62. Kanona and Prattsburgh:

4–4–0	1	1	105	105	40	32	.....	.....	.....	.....	1

63. Keeseville, Ausable Chasm and Lake Champlain:

2–4–0	1	1	117	117	55	45	.....	.....	.....	1	.....

65. Glenfield and Western:

0–8–0	1	1	120	120	50	50	.....	1	.....	.....	.....
2–8–0	1	1	180	180	48	42	.....	.....	.....	1	.....
4–6–0	0	1	244	244	62	49	1	.....	.....	.....	.....
4–8–0	1	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total...	3		.....	544	.....	.....	1	1	.....	1	.....

66. Middleburgh and Schoharie:

2–4–4	1	1	.....	.....	30	.....	.....	.....	1	.....	.....

67. Tunesassa and Bradford:

0–6–0	1	1	160	160	45	45	.....	.....	No record as to age		
0–8–0	.....	1	.....	.....	38	38	.....	.....	No record as to age		
Total...	1	2	.....	160	.....	.....	.....	.....	.....	.....	.....

70. Catskill and Tannersville:

2–6–0	2	2	121	242	32	29	1	1	.....	.....	.....

72. Dexter and Northern:

0–4–0	1	1	69	69	27	27	.....	.....	.....	1	.....

The following named corporations report no locomotives in service June 30, 1910: 32. Terminal Railway of Buffalo; 39. Connecting Terminal; 43. Cooperstown and Charlotte Valley; 50. United States and Canada; 64. Oti
68. Fulton Chain; 69. Champlain and St. Lawrence; 71. Port Chester Terminal; 73. Erie Terminals.

TABLE 109: OPERATING REVENUES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The revenues are classified in accordance with the officially prescribed uniform system of accounts.
The corporations are named in the order of their revenues from railroad operations; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.
Figures in *italics* denote *losses* or *debits*.

L.No.	Operating revenues.	Pennsylvania. 1	N. Y. C. & H. R. 2	N. Y., N. H. & H. 3	Lake Shore & M. S. 4	Erie. 5	Boston & Maine. 6	Lehigh Valley. 7	D., L. & W. 8	Delaware & Hudson. 9	Northern Central. 10	N. Y., C. & St. L. 11	Long Island. 12	L.No.
	Transportation:													
1	Freight	$118,410,382	$56,871,059	$30,110,588	$32,426,116	$34,491,580	$25,451,237	$30,579,597	$26,789,316	$16,038,103	$9,894,262	$8,986,999	$3,098,926	1
2	Passenger	31,328,407	29,727,748	24,885,865	10,734,564	8,675,947	14,655,065	4,330,172	6,997,393	2,869,620	2,129,702	1,495,904	5,866,053	2
3	Excess baggage	292,812	299,422	190,882	160,405	74,780	109,533	42,495	37,658	31,855	25,355	12,528	2,561	3
4	Parlor and chair car	.....	25,403	.....	.....	13,888	736	4,047	9,003	2,049	.....	.....	74,523	4
5	Mail	2,431,269	2,541,039	645,572	2,112,958	365,089	445,849	193,860	185,088	118,287	118,319	40,793	44,018	5
6	Express	4,329,290	4,145,653	3,029,967	1,559,984	1,182,252	1,228,423	462,438	705,996	204,803	332,123	136,607	.....	6
7	Milk, passenger trains	310,547	103,670	131,749	41,531	822,266	252,460	17,054	825,047	716	48,595	1,172	.....	7
8	Other passenger train	603,042	445,965	121,855	459,174	64,945	94,805	47,053	2,892	4,029	30,390	90	20,733	8
9	Switching	949,191	1,246,091	257,390	603,331	681,970	326,463	186,549	271,078	80,068	28,237	112,129	991	9
10	Special service train	46,473	78,549	13,877	15,084	4,998	65,017	6,044	4,872	19,210	3,685	707	37,607	10
11	Miscellaneous transportation	155,811	115,665	1,351	37,441	57,966	51,119	52,923	20,535	16,669	19,717	28,592	.....	11
12	Total transportation	$158,857,224	$95,600,266	$59,389,096	$48,150,590	$46,435,680	$42,680,707	$35,922,232	$35,848,879	$19,385,409	$12,630,385	$10,815,520	$9,145,412	12
	Other railroad operations:													
13	Station and train privileges	159,045	171,166	123,998	16,058	32,170	53,656	2,526	24,750	8,365	10,005	2,033	77,963	13
14	Parcel room	96,658	90,476	12,855	42,637	14,199	29,799	7,503	13,580	2,180	6,375	476	1,914	14
15	Storage, freight	81,428	78,722	37,342	20,834	27,463	48,273	49,233	12,472	1,512	3,072	1,418	17,094	15
16	Storage, baggage	43,064	47,474	11,402	6,300	5,383	17,460	3,574	5,912	1,576	5,915	1,459	2,149	16
17	Car service	406,921	293,845	269,715	113,149	133,478	224,095	97,153	78,875	404,807	34,854	23,357	60,505	17
18	Telegraph and telephone service	57,035	3,436	52,051	1,491	7,854	20,862	9,079	9,689	13,561	4,044	362	22,202	18
19	Rents of buildings and other property	131,432	276,684	86,346	233,722	2,437	119,065	6,193	3,888	1,948	7,000	8,394	5,950	19
20	Miscellaneous	199,277	54,565	438,652	28,062	28,386	163,258	69,902	7,944	47,431	27,120	1,181	61,199	20
21	Total other railroad operations	$1,174,859	$1,016,368	$1,032,362	$462,254	$251,371	$676,468	$245,166	$157,109	$481,380	$98,385	$38,678	$248,977	21
22	Joint facilities revenue, net balance	*71,277*	2,892	272,209	*33,827*	*8,499*	.....	.....	.....	2,009	3,912	59	.....	22
23	Total railroad operating revenues	$159,960,806	$96,619,526	$60,693,668	$48,579,017	$46,678,553	$43,357,175	$36,167,398	$36,005,988	$19,868,799	$12,732,681	$10,854,257	$9,394,388	23
24	Av. number of miles operated	3,970.51	3,587.72	2,042.89	1,624.90	1,960.80	2,242.80	1,440.25	930.10	819.47	470.81	523.02	389.97	24
25	Av. operating revenue per mile	$40,287	$26,931	$29,710	29,835	$23,806	$19,332	$25,112	$38,712	$24,246	$27,044	$20,753	$24,090	25
26	Av. transportation rev. per mile optd	$40,009	$26,646	$29,071	$32,337	$23,682	$19,030	$24,942	$38,543	$23,656	$26,827	$20,679	$23,452	26

L.No.	Buffalo, R. & P. 13	N. Y., O. & W. 14	Rutland. 15	Central N. E. 16	N. Y., S. & W. 17	Buffalo & S. 18	Lehigh & H. R. 19	Pittsburg, S. & N. 20	Ulster & Delaware. 21	Syracuse, B. & N. Y. 22	South Buffalo. 23	Lehigh & N. E. 24	N. J. & N. Y. 25	St. Lawrence & A. 26	Buffalo Creek. 27	Fonda, J. & G. 28	Dunkirk, A. V. & P. 29	L. C. & Moriah. 30	L.No.
1	$7,562,259	$6,649,635	$1,784,115	$2,520,891	$1,748,369	$1,910,787	$1,378,531	$1,041,306	$735,926	$531,111	$420,725	$871,474	$159,679	$411,770	.....	$247,364	$199,527	$227,069	1
2	986,370	1,592,250	1,073,927	337,956	641,304	217,942	44,266	106,775	351,938	364,500	8,659	12,998	501,912	198,549	.....	68,653	78,115	837	2
3	10,218	9,368	14,831	1,940	2,008	1,209	117	477	723	4,064	.....	31	301	1,146	.....	1,881	844	.....	3
4	223	26,038	.....	.....	.....	464	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	49,689	52,806	70,110	15,339	10,456	16,983	3,243	7,877	14,214	11,317	.....	1,143	3,692	3,183	.....	3,149	15,046	.....	5
6	49,530	157,025	88,245	30,116	47,076	14,218	8,939	5,214	26,256	29,658	.....	3,706	22,293	9,601	.....	17,011	9,393	.....	6
7	14,616	7,397	68,392	90,442	203,659	11,026	.....	193	.....	61,470	.....	.....	.....	.....	.....	.....	116	.....	7
8	1,254	985	2,108	2,859	885	305	.....	80	209	282	.....	17	1,120	425	.....	.....	40	.....	8
9	108,791	46,933	30,907	10,517	6,541	13,188	.....	3,899	2,107	9,203	376,926	1,191	788	108	$340,356	546	5,388	22,976	9
10	2,689	652	2,496	790	.....	507	.....	734	1,282	150	.....	125	.....	20	.....	1,329	343	306	10
11	.....	3,352	16,766	.....	17,944	.....	.....	.....	.....	257	3	.....	478	10	.....	.....	172	.....	11
12	$8,785,639	$8,546,443	$3,151,897	$3,010,851	$2,678,244	$2,186,629	$1,435,097	$1,166,555	$1,132,654	$1,012,011	$806,313	$890,684	$690,263	$624,811	$340,356	$339,932	$308,984	$251,187	12
13	4,121	3,419	3,640	809	997	295	.....	41	60	768	.....	.....	893	175	.....	237	94	.....	13
14	922	749	40	62	.....	.....	.....	2	.....	1,088	.....	.....	.....	.....	.....	.....	2	.....	14
15	127	1,213	4,698	66	29	91	234	1	78	98	.....	42	48	.....	.....	25	43	.....	15
16	.....	314	375	59	91	18	.....	1	11	272	.....	.....	1	1	.....	34	15	.....	16
17	16,182	15,429	12,935	7,649	16,355	6,011	2,221	2,379	5,713	8,329	114,257	3,347	1,147	257	6,884	1,360	1,226	9,721	17
18	.....	6,678	2,988	.....	820	771	686	.....	.....	651	.....	136	254	.....	.....	.....	22	.....	18
19	472	4,539	31,271	1,061	.....	10,011	1,598	1,046	685	148	.....	.....	.....	18	16	36	716	662	19
20	128,655	.....	876	2,162	193	8,610	198	.....	51	55	.....	115	18	20	749	.....	210	2,256	20
21	$150,478	$32,340	$56,823	$11,869	$18,485	$25,807	$4,937	$3,470	$6,599	$11,409	$114,257	$3,640	$2,361	$471	$7,649	$1,693	$2,329	$12,639	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	$8,936,117	$8,578,783	$3,208,720	$3,022,720	$2,696,729	$2,212,437	$1,440,034	$1,170,025	$1,139,253	$1,023,420	$920,570	$894,324	$692,624	$625,282	$348,005	$341,625	$311,313	$263,826	23
24	566.88	545.87	468.11	282.50	152.00	360.89	96.60	240.39	128.90	80.95	35.20	169.82	47.76	65.29	6.65	31.62	90.51	7.00	24
25	$15,764	$15,716	$6,855	$10,700	$17,742	$6,131	$14,907	$4,867	$8,838	$12,643	$26,153	$5,266	$14,502	$9,577	$52,331	$10,804	$3,440	$37,689	25
26	$15,498	$15,657	$6,733	$10,658	$17,620	$6,059	$14,856	$4,853	$8,787	$12,502	$22,907	$5,245	$14,453	$9,570	$51,181	$10,751	$3,414	$35,884	26

L.No.	Operating revenues:	N. Y. & O. 31	Terminal Ry. of B. 32	G. & J. 33	Genesee & W. 34	J., C. & L. E. 35	N. Y. & P. 36	D. & E. (Corpn.) 37	D. & E. (Recvrs.) 37½	N. & St. L. 38	Connecting T. 39	L. F. & D. 40	Catskill Mt. 41	N. Y., A. & L. 42	C. & C. V. 43	Niagara Junction 44	Unadilla Valley. 45	Silver Lake. 46	Owasco River. 47	Skaneateles. 48	L.No.
	Transportation:																				
1	Freight	$121,019	.....	$103,218	$112,631	$73,862	$63,710	$41,032	$23,486	$72,222	$77,432	$54,124	$28,062	$19,923	$39,067	$61,419	$41,293	$27,662	.....	$37,901	1
2	Passenger	39,336	.....	17,334	1,022	17,880	25,956	17,498	6,889	10,381	.....	21,796	45,517	44,281	23,930	.....	11,075	18,158	.....	4,013	2
3	Excess baggage	404	.....	301	.....	.....	290	86	63	47	.....	172	38	115	.....	.....	78	125	.....	43	3
4	Parlor and chair car	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Mail	5,569	.....	998	.....	1,362	3,142	1,492	744	600	.....	558	.....	899	1,221	.....	982	521	.....	.....	5
6	Express	4,399	.....	1,313	94	1,427	1,673	1,498	672	770	.....	1,927	625	3,581	3,534	.....	2,475	1,690	.....	2,839	6
7	Milk, passenger trains	.....	.....	.....	.....	.....	86	.....	.....	.....	.....	.....	.....	85	.....	.....	.....	221	.....	.....	7
8	Other passenger train	167	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$44,243	.....	8
9	Switching	.....	.....	.....	117	3,813	.....	58	10	1,596	.....	162	.....	915	.....	.....	.....	.....	.....	112	9
10	Special service train	208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	10
11	Miscellaneous transportation	123	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Total transportation	$171,224	.....	$123,167	$113,864	$98,369	$94,857	$61,665	$31,863	$85,615	$77,432	$78,739	$74,242	$69,798	$67,752	$61,419	$55,904	$48,377	$44,243	$44,920	12
	Other railroad operations:																				
13	Station and train privileges	45	.....	1	.....	.....	87	41	14	.....	.....	16	79	.....	41	.....	29	.....	.....	.....	13
14	Parcel room	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Storage, freight	12	.....	.....	.....	.....	.....	.....	.....	.....	5,380	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Storage, baggage	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	17	.....	6	.....	.....	.....	.....	.....	16
17	Car service	82	.....	877	.....	727	1,979	196	78	4,488	.....	115	.....	160	69	523	150	202	1,139	468	17
18	Telegraph and telephone service	.....	.....	.....	.....	.....	.....	80	40	.....	.....	.....	.....	.....	115	.....	90	.....	.....	.....	18
19	Rents of buildings and other property	264	.....	.....	21	.....	104	528	110	.....	.....	.....	.....	.....	.....	614	.....	.....	.....	435	19
20	Miscellaneous	300	[1]$160,337	.....	.....	34	.....	.....	.....	799	.....	.....	.....	.....	.....	.....	299	.....	677	.....	20
21	Total other railroad operations	$705	$160,337	$878	$21	$762	$2,171	$846	$242	$5,286	$5,380	$131	$96	$160	$230	$1,137	$568	$202	$1,816	$903	21
22	Joint facilities rev., net balance	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total railroad operating revenues	$171,929	$160,337	$124,045	$113,885	$99,131	$97,028	$62,511	$32,105	$90,901	$82,812	$78,870	$74,339	$69,958	$67,983	$62,556	$56,472	$48,579	$46,059	$45,823	23
24	Av. number of miles operated	69.60	11.02	31.62	16.16	35.13	56.13	30.17	15.72	19.52	1.00	13.97	11.78	40.92	23.99	4.86	19.14	6.86	2.16	5.00	24
25	Av. operating revenue per mile	$2,470	$14,550	$3,923	$7,047	$2,822	$1,729	$2,072	$2,042	$4,657	$82,812	$5,646	$6,311	$1,710	$2,834	$12,872	$2,950	$7,081	$21,324	$9,165	25
26	Av. transportation rev. per mile optd.	$2,460	.....	$3,895	$7,046	$2,801	$1,689	$2,044	$2,027	$4,386	$77,432	$5,636	$6,302	$1,706	$2,824	$12,638	$2,921	$7,052	$20,483	$8,984	26

L.No.	Bath & H. 49	U. S. & C. 50	B., A. & A. 51	Raquette Lake. 52	L. & B. R. 53	D. & Mt. M. 54	Erie & C. N. Y. 55	M. & O. L. 56	Cranberry L. 57	Schoharie V. 58	A. & St. L. 59	Sterling Mt. 60	Carthage & C. 61	Kanona & P. 62	K., A. C. & L. C. 63	Otis. 64	G. & W. 65	M. & S. 66	T. & B. 67	Fulton Chain. 68	C. & St. L. 69	Catskill & T. 70	Dexter & N. 72	L.No.
1	$26,940	$36,033	$27,307	$12,662	$21,370	$21,552	$16,488	$20,583	$19,042	$14,720	$14,174	$18,537	$11,251	$10,135	$6,239	$3,044	$13,229	$5,535	$6,677	$2,585	$4,713	$1,606	.....	1
2	14,756	4,916	7,809	21,493	11,304	12,781	9,588	4,677	5,198	8,670	3,507	224	5,817	5,193	10,235	11,634	914	6,241	.....	4,325	1,975	5,933	$16	2
3	158	74	31	134	55	218	103	.....	62	47	44	.....	.....	.....	131	4	.....	.....	.....	24	6	3	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	662	951	1,123	620	463	719	967	697	265	314	.....	.....	393	619	355	.....	374	314	.....	56	321	.....	.....	5
6	2,751	1,738	1,100	2,132	615	742	1,020	782	1,374	1,354	438	.....	579	1,037	480	.....	.....	646	.....	823	191	.....	.....	6
7	.....	489	3,773	.....	3,878	.....	1,866	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	16	.....	33	20	.....	.....	.....	.....	.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	.....	.....	8
9	16	14	733	.....	.....	.....	.....	.....	.....	.....	53	.....	.....	.....	.....	.....	.....	.....	1,479	.....	.....	.....	3,675	9
10	.....	.....	.....	1,040	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	3	.....	.....	.....	.....	.....	229	.....	.....	142	.....	.....	619	.....	.....	.....	.....	.....	.....	303	.....	1	11
12	$45,300	$44,218	$41,908	$38,100	$37,686	$36,013	$30,031	$26,969	$25,941	$25,122	$18,359	$18,761	$18,040	$17,603	$17,439	$14,682	$14,517	$12,736	$8,156	$7,857	$7,509	$7,542	$3,692	12
13	7	.....	.....	1,015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88	20	.....	.....	.....	56	1	21	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	5	21	2	.....	.....	.....	17	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	15
16	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	16
17	217	94	541	22	20	623	370	1,021	.....	567	704	.....	220	.....	.....	.....	.....	811	.....	.....	153	.....	.....	17
18	12	.....	90	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	117	71	195	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	202	.....	.....	.....	80	.....	.....	1	.....	.....	19
20	.....	8	.....	.....	705	.....	.....	.....	.....	.....	7	.....	252	96	.....	149	.....	.....	.....	9	.....	.....	.....	20
21	$358	$195	$828	$1,038	$725	$623	$390	$1,021	.....	$567	$726	.....	$472	$298	$88	$169	.....	$891	.....	$65	$170	$24	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	$45,659	$44,413	$42,737	$39,138	$38,411	$36,636	$30,421	$27,989	$25,941	$25,689	$19,085	$18,761	$18,512	$17,901	$17,527	$14,851	$14,517	$13,627	$8,156	$7,922	$7,679	$7,566	$3,692	23
24	10.00	22.18	27.41	21.20	10.44	14.88	18.31	9.05	6.00	4.38	3.61	6.39	8.75	11.44	5.64	.47	19.45	5.33	5.00	2.21	1.21	2.26	2.00	24
25	$4,566	$2,002	$1,559	$1,845	$3,679	$2,462	$1,661	$3,093	$4,323	$5,865	$5,287	$244	$2,116	$1,565	$3,108	$31,598	$746	$2,556	$1,631	$3,585	$6,348	$3,348	$1,846	25
26	$4,530	$1,994	$1,529	$1,797	$3,610	$2,420	$1,640	$2,980	$4,323	$5,736	$5,085	$244	$2,062	$1,539	$3,092	$31,239	$746	$2,389	$1,631	$3,555	$6,206	$3,337	$1,846	26

Corporation No. 71, Port Chester Terminal Railroad Co., owns .542 miles of road in the yard of the owning company, Russell, Burdsall & Ward Bolt and Nut Co.; the accounts of the railroad are not kept separate.

Corporation No. 73, Erie Terminals Railroad Co., reports no operating revenue, income being treated as joint facilities rental.

[1] Net amount paid by New York Central & Hudson River R.R. Co. and Lake Shore & Michigan Southern Ry. Co. to cover operating expenses and fixed charges of respondent.

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of $1,000,000

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad

L.No.	Expense account.	Pennsylvania. 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie. 5	Boston & Maine. 6	Lehigh Valley. 7	L.No.
	Maintenance of way and structures:								
1	Superintendence	$959,835	$756,475	$211,930	$239,488	$262,537	$158,344	$165,585	1
2	Ballast	$895,274	$322,954	$49,087	$451,406	$7,752	$16,023	$54,577	2
3	Ties	1,917,504	1,647,612	1,004,445	965,183	717,252	1,001,584	412,632	3
4	Rails	1,027,201	837,968	315,279	183,142	281,295	236,199	266,254	4
5	Other track material	1,513,649	772,830	304,196	271,616	285,047	295,057	163,205	5
6	Roadway and track	6,379,175	4,030,545	2,151,408	2,260,080	1,624,978	1,933,628	1,117,799	6
7	Removal of snow, sand, and ice	930,666	444,226	175,177	251,734	159,634	206,125	104,932	7
8	Maintenance of roadway and track (lines 2–7)	$12,663,469	$8,056,135	$3,999,592	$4,383,162	$3,075,959	$3,688,616	$2,119,397	8
9	Tunnels	$19,311	$40,059	$11,943	$1,009	$2,980	$17,768	$5,231	9
10	Bridges, trestles, and culverts	1,575,614	610,727	322,034	268,455	239,502	188,556	308,952	10
11	Under- and overgrade crossings	138,278	148,326	91,229	14,963	9,395	41,899	12,056	11
12	Grade crossings, fences, etc	214,914	203,623	132,758	127,497	96,657	148,120	45,659	12
13	Snow and sand fences and snow-sheds	4,647	2,669	94	736	2,336	107	3,250	13
14	Signals and interlocking plants	847,383	1,310,501	352,793	504,821	186,889	207,992	161,444	14
15	Telegraph and telephone lines	446,738	117,906	62,177	52,673	17,338	19,081	34,837	15
16	Electric power transmission	339	86,939	132,298	.....	1,182	.....	.....	16
17	Maintenance of track structures (lines 9–16)	$3,247,225	$2,520,750	$1,105,326	$970,154	$556,280	$623,523	$571,427	17
18	Buildings, fixtures, and grounds	$2,389,162	$1,550,344	$834,362	$526,647	$503,959	$614,845	$428,112	18
19	Docks and wharves	285,963	103,104	184,395	34,578	159,388	56,156	72,075	19
20	Maint. bldgs., docks, wharves (lines 18, 19)	$2,675,125	$1,653,449	$1,018,757	$561,225	$663,347	$671,002	$500,187	20
21	Injuries to persons	$14,132	$171,959	$42,633	$27,489	$38,763	$24,623	$12,007	21
22	Roadway tools and supplies	$227,752	$140,547	$62,658	$131,434	$63,190	$72,226	$33,918	22
23	Stationery and printing	50,974	38,343	4,115	22,928	14,259	7,048	6,178	23
24	Other expenses	39,702	8,395	95,989	619	377	1,557	3,566	24
25	Other maint. way and struct. exp. (lines 22–24)	$318,428	$187,284	$162,762	$154,982	$77,826	$80,830	$43,662	25
26	Total foregoing maint. way and structure expenses	$19,878,214	$13,346,051	$6,541,000	$6,336,500	$4,674,711	$5,246,938	$3,412,265	26
27	Maint. jt. trks., yds., and other facilities, Dr.	$728,906	$313,939	$593,606	$101,823	$232,956	$41,818	$85,596	27
28	Maint. jt. trks., yds., and other facilities, Cr.	*801,338*	*730,686*	*2,230*	*196,055*	*218,985*	*35,145*	*34,958*	28
29	Total maintenance way and struc. expenses	$19,805,782	$12,929,305	$7,132,376	$6,242,268	$4,688,683	$5,253,611	$3,462,903	29
	Maintenance of equipment:								
30	Superintendence	$998,175	$418,524	$180,758	$211,240	$257,663	$146,475	$127,723	30
31	Steam locomotives, repairs	$9,549,701	$4,854,788	$2,209,833	$2,091,400	$3,140,935	$1,901,956	$1,909,532	31
32	Electric locomotives, repairs	.....	50,967	140,983	.....	.....	.....	.....	32
33	Locomotives, repairs (lines 31, 32)	$9,549,701	$4,905,755	$2,350,816	$2,091,400	$3,140,935	$1,901,956	$1,909,532	33
34	Passenger-train cars, repairs	$1,962,475	$1,611,664	$893,111	$605,976	$678,704	$769,334	$259,475	34
35	Freight-train cars, repairs	9,621,149	5,640,183	1,315,843	3,012,834	2,697,440	1,452,490	2,363,123	35
36	Electric equipment of cars, repairs	.....	19,004	41,635	.....	6,985	.....	.....	36
37	Cars, repairs (lines 34–36)	$11,583,624	$7,270,850	$2,250,589	$3,618,810	$3,383,129	$2,221,824	$2,622,598	37
38	Floating equipment, repairs	$4,901	.....	$265,681	.....	.....	.....	$293	38
39	Work equipment, repairs	210,124	$134,297	45,449	$140,028	$154,787	$30,098	26,930	39
40	Steam locomotives, renewals	.....	$598,008	$836	$451,038	$7,752	$22,820	$57,603	40
41	Electric locomotives, renewals	.....	.....	.....	.....	.....	.....	.....	41
42	Passenger-train cars, renewals	$3,667	154,168	48,328	164,891	*10,296*	23,855	4,047	42
43	Freight-train cars, renewals	941,816	1,744,066	66,733	421,780	195,200	31,466	79,416	43
44	Electric equipment of cars, renewals	.....	.....	.....	.....	.....	.....	.....	44
45	Floating equipment, renewals	.....	.....	.....	.....	.....	.....	.....	45
46	Work equipment, renewals	9,979	242,283	10,105	27,822	42	2,513	14,954	46
47	Equipment, renewals (lines 40–46)	$955,462	$2,738,525	$126,002	$1,065,531	$192,697	$80,653	$156,020	47
48	Steam locomotives, depreciation	$679,476	.....	$59,957	.....	$235,373	$272,784	$241,395	48
49	Electric locomotives, depreciation	.....	.....	.....	.....	.....	.....	.....	49
50	Passenger-train cars, depreciation	2,235,162	.....	139,569	.....	64,591	121,811	34,310	50
51	Freight-train cars, depreciation	3,248,504	.....	400,987	.....	604,898	569,500	715,776	51
52	Electric equipment of cars, depreciation	.....	.....	.....	.....	1,415	.....	.....	52
53	Floating equipment, depreciation	6,750	.....	85,065	.....	.....	.....	237	53
54	Work equipment, depreciation	51,168	.....	6,369	.....	9,225	9,760	12,980	54
55	Equipment, depreciation (lines 48–54)	$6,221,059	.....	$691,946	.....	$915,502	$973,855	$1,004,699	55
56	Injuries to persons	$16,977	$130,982	$16,895	$25,580	$28,465	$21,050	$10,201	56
57	Shop machinery and tools	$751,170	$426,536	$265,259	$264,942	$251,646	$57,908	$117,752	57
58	Power plant and equipment	.....	27,875	36,758	.....	.....	.....	.....	58
59	Stationery and printing	129,797	39,173	1,155	26,856	26,491	10,450	10,473	59
60	Other expenses	23,293	7,380	232,247	146	7,616	1	641	60
61	Other maint. eqpt. expenses (lines 57–60)	$904,260	$500,964	$535,419	$291,943	$285,753	$68,359	$128,866	61
62	Total foregoing maintenance equipment expenses	$30,444,283	$16,099,898	$6,463,556	$7,444,533	$8,358,931	$5,444,270	$5,986,862	62
63	Maintenance joint equipment at terminals, Dr.	$107,416	$167	$1,879	$12,738	$17,442	$6,737	$8,948	63
64	Maintenance joint equipment at terminals, Cr.	*256,155*	*15,893*	*3,663*	*7,308*	*5,655*	*4,272*	.....	64
65	Total maintenance of equipment expenses	$30,295,544	$16,084,172	$6,461,772	$7,449,964	$8,370,718	$5,446,735	$5,995,810	65
	Traffic expenses:								
66	Superintendence	$560,916	$433,515	$146,877	$230,132	$252,071	$146,070	$149,886	66
67	Outside agencies	681,790	602,511	60,599	192,674	274,343	88,588	336,818	67
68	Advertising	421,220	320,583	89,203	154,246	83,139	154,870	148,225	68
69	Traffic associations	39,485	109,347	10,126	29,138	62,599	9,333	16,417	69
70	Fast freight lines	40,383	789,175	.....	377,881	310,847	78,292	195,451	70
71	Industrial and immigration bureaus	37,609	16,322	.....	4,376	10,977	.....	16,141	71
72	Stationery and printing	265,182	138,887	43,560	122,992	105,530	66,830	55,652	72
73	Other expenses	5,548	9,874	579	2,129	118	32	131	73
74	Total foregoing traffic expenses	$2,052,132	$2,420,215	$350,943	$1,113,568	$1,099,623	$544,016	$918,720	74
	Transportation expenses:								
75	Superintendence	$1,892,344	$956,137	$290,513	$427,058	$354,811	$271,677	$295,088	75
76	Dispatching trains	1,722,014	485,709	151,940	203,975	516,324	111,798	104,652	76
77	Supt. and dispatching trains (lines 75, 76)	$3,614,358	$1,441,846	$442,453	$631,034	$871,135	$383,475	$399,740	77

CORPORATIONS, YEAR ENDED JUNE 30, 1910.

and Upward, or Operating Road 250 Miles Long or Longer.

nearest dollar only. The expenses are classified in accordance with the officially prescribed uniform system of accounts. The corporations are named in the operating revenues, see page 23. Figures in *italics* denote *credits.*

L.No.	Expense account.	Pennsylvania. 1	New York C. & H. R. 2	New York, N. H. & H. 3	Lake Shore & M. S. 4	Erie. 5	Boston & Maine. 6	Lehigh Valley. 7	L.No.
	Transportation expenses (concluded):								
78	Station employees	$8,416,416	$5,265,011	$4,478,828	$2,647,034	$2,014,715	$3,485,719	$1,189,370	78
79	Weighing and car service associations	77,966	15,623	.....	51,406	52,896	615	28,104	79
80	Coal and ore docks	246,658	.....	.....	.....	.....	.....	187,368	80
81	Station supplies and expenses	916,816	782,646	373,081	165,178	183,420	318,658	105,505	81
82	Station service (lines 78–81)	$9,657,855	$6,063,279	$4,851,908	$2,863,618	$2,251,031	$3,804,992	$1,510,346	82
83	Yard enginemen	$2,356,741	$1,274,898	$509,850	$800,256	$548,436	$647,186	$383,704	83
84	Yardmasters and their clerks	$1,500,740	$588,849	$359,518	$360,743	$284,639	$401,824	$243,307	84
85	Yard conductors and brakemen	4,788,295	1,785,036	936,775	1,214,021	914,568	1,232,026	665,807	85
86	Yard switch and signal tenders	575,988	390,516	197,731	141,972	86,463	170,718	50,159	86
87	Other yard employees (lines 84–86)	$6,865,023	$2,764,400	$1,494,024	$1,716,737	$1,285,670	$1,804,567	$959,273	87
88	Fuel for yard locomotives	$1,661,742	$1,150,417	$722,580	$685,242	$497,831	$753,004	$345,381	88
89	Yard supplies and expenses	$249,328	$60,144	$30,646	$31,129	$16,003	$24,012	$17,948	89
90	Engine house expenses, yard	454,874	388,847	125,750	242,831	176,232	160,999	104,993	90
91	Water for yard locomotives	102,081	89,468	27,101	54,047	32,721	26,937	17,755	91
92	Lubricants for yard locomotives	35,912	26,119	13,644	14,555	13,481	5,732	6,409	92
93	Other supplies for yard locomotives	48,344	20,377	10,347	24,063	12,377	13,769	7,553	93
94	All other yard expenses (lines 89–93)	$890,539	$584,954	$207,487	$366,624	$250,815	$231,450	$154,657	94
95	Total direct sta. and yard exp. (lines 78–93)	$21,431,900	$11,837,948	$7,785,850	$6,432,477	$4,833,783	$7,241,199	$3,353,361	95
96	Motormen	$4,060	$165,285	$141,890	.....	$5,441	.....	.....	96
97	Road enginemen	6,057,974	4,314,241	1,786,881	$1,692,122	1,927,340	$1,968,756	$1,262,982	97
98	Road enginemen and motormen (lines 96, 97)	$6,062,034	$4,479,526	$1,928,772	$1,692,122	$1,932,781	$1,968,756	$1,262,982	98
99	Fuel for road locomotives	$7,866,631	$6,518,580	$4,259,994	$2,891,352	$2,826,321	$3,718,932	$2,555,395	99
100	Engine house expenses, road	$1,753,930	$1,415,721	$604,953	$436,534	$715,919	$527,101	$367,529	100
101	Water for road locomotives	1,236,490	417,785	283,576	204,519	175,193	187,825	98,161	101
102	Lubricants for road locomotives	165,303	129,111	77,475	78,601	61,096	33,039	38,522	102
103	Other supplies for road locomotives	253,880	126,795	74,806	53,934	69,789	42,951	36,502	103
104	Operating power plants	.....	207,486	230,076	.....	259	.....	.....	104
105	Purchased power	1,338	2,022	97,281	.....	16,094	.....	.....	105
106	Other rd. locos. sups. and exp. (lines 100–105)	$3,410,941	$2,298,919	$1,368,167	$773,588	$1,038,351	$790,916	$540,714	106
107	Road trainmen	$6,402,519	$4,257,721	$2,452,911	$1,749,256	$1,996,756	$2,517,137	$1,286,908	107
108	Train supplies and expenses	2,136,507	1,473,233	656,279	490,639	548,280	510,807	303,459	108
109	Injuries to persons	89,971	744,806	518,612	356,562	294,974	320,120	130,900	109
110	Loss and damage, freight	$494,093	$782,183	$334,566	$399,763	$334,373	$238,942	$228,838	110
111	Loss and damage, baggage	14,881	9,318	2,968	4,632	1,529	3,614	606	111
112	Loss and damage (lines 110, 111)	$508,974	$791,501	$337,533	$404,395	$335,902	$242,556	$229,444	112
113	Clearing wrecks	$427,212	$123,245	$53,326	$81,601	$68,985	$37,144	$48,523	113
114	Damage to property	45,965	212,645	116,865	55,231	32,864	124,710	20,351	114
115	Damage to stock on right of way	12,116	38,621	587	6,589	7,791	2,542	884	115
116	Casualties (lines 113–115)	$485,293	$374,511	$170,778	$143,421	$109,639	$164,395	$69,759	116
117	Interlockers, block and other signal operations	$741,564	$1,182,642	$596,173	$187,327	$170,137	$458,713	$187,932	117
118	Crossing flagmen and gatemen	331,466	410,198	370,023	132,267	164,659	426,239	59,213	118
119	Drawbridge operation	55,057	36,254	63,564	18,377	16,730	40,049	4,444	119
120	Telegraph and telephone operation	721,084	98,488	157,574	14,505	84,127	182,896	82,546	120
121	Operating floating equipment	62,662	.....	655,540	.....	.....	.....	3,006	121
122	Express service	.....	.....	.....	.....	.....	.....	.....	122
123	Stationery and printing	786,345	265,524	241,221	168,391	115,291	170,211	62,646	123
124	Other expenses	87,007	21,610	14,544	1,412	4,829	2,316	1,133	124
125	All other transp. exp. (lines 117–124)	$2,785,185	$2,014,716	$2,098,639	$522,279	$555,774	$1,280,424	$400,921	125
126	Total direct movement exp. (lines 96–124)	$29,748,056	$22,953,513	$13,791,685	$9,023,614	$9,638,778	$11,514,043	$6,780,481	126
127	Total foregoing transportation exp	$54,794,314	$36,233,307	$22,019,988	$16,087,126	$15,343,695	$19,138,717	$10,533,582	127
128	Optg. joint yards and terminals, Dr	$1,297,559	$185,836	$778,801	$234,888	$91,055	$136,251	$63,294	128
129	Optg. joint yards and terminals, Cr	*2,799,973*	*811,906*	*44,715*	*417,646*	*180,248*	*200,059*	*32,250*	129
130	Optg. joint tracks and facilities, Dr	87,763	100,754	190,334	64,693	96,313	14,375	40,788	130
131	Optg. joint tracks and facilities, Cr	*146,607*	*293,974*	*1,733*	*84,297*	*96,541*	*13,496*	*11,848*	131
132	Total transportation expenses	$53,233,056	$35,409,018	$22,942,675	$15,884,763	$15,254,275	$19,075,789	$10,593,565	132
	General expenses:								
133	Salaries and exp. of general officers	$357,734	$249,138	$181,683	$115,492	$103,998	$120,065	$95,437	133
134	Salaries and exp. of clerks and attendants	1,771,609	967,995	510,383	368,069	409,435	341,371	292,502	134
135	General office supplies and expenses	268,204	134,602	38,441	51,223	119,531	12,025	28,179	135
136	Law expenses	285,114	404,375	254,362	112,396	179,403	214,133	142,359	136
137	Administration expenses (lines 133–136)	$2,682,661	$1,756,109	$984,869	$647,181	$812,367	$687,595	$558,477	137
138	Insurance	$764,148	$238,788	$336,220	$19,068	$56,526	$244,058	$57,720	138
139	Relief department expenses	$287,458	.....	.....	.....	.....	.....	$43,644	139
140	Pensions	459,745	$93,954	$100,049	$44,371	$8,915	$15,996	9,519	140
141	Stationery and printing	177,404	106,492	55,874	46,108	37,944	34,003	26,614	141
142	Other expenses	133,416	96,332	305,651	33,859	47,617	34,019	17,174	142
143	Other general expenses (lines 139–142)	$1,058,022	$296,777	$461,574	$124,338	$94,475	$84,018	$96,951	143
144	Total foregoing general expenses	$4,504,831	$2,291,674	$1,782,663	$790,587	$963,369	$1,015,671	$713,149	144
145	Gen. admin. jt. trks., yds., and ter., Dr	$9,373	$9,819	$18,787	$4,311	$7,483	$503	.....	145
146	Gen. admin. jt. trks., yds., and ter., Cr	*10,473*	*2,764*	.....	*47*	*13,764*	.....	.....	146
147	Total general expenses	$4,503,731	$2,298,729	$1,801,450	$794,851	$957,088	$1,016,173	$713,149	147
148	Total optg. exp. excluding jt. facil. accounts	$111,673,776	$70,391,145	$37,158,151	$31,772,314	$30,440,329	$31,389,613	$21,564,577	148
149	Grand total railroad optg. exp	$109,890,246	$69,141,439	$38,689,216	$31,485,414	$30,370,386	$31,336,324	$21,684,147	149
150	Av. number miles road operated	3,970.51	3,587.72	2,042.89	1,624.90	1,960.80	2,242.80	1,440.25	150
151	Av. optg. expenses per mile	$27,677	$19,272	$18,938	$19,377	$15,910	$13,972	$15,056	151
152	Operating ratio, per cent	68.70	71.56	63.74	64.81	65.06	72.27	59.95	152

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of $1,000,000

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad

L.No.	Expense account.	Delaware, L. & W. [1] 8	Delaware & Hudson. 9	Northern Central. 10	New York, C. & St. L. 11	Long Island. 12	Buffalo, R. & P. 13	New York, O. & W. 14	L.No.
	Maintenance of way and structures:								
1	Superintendence	$159,774	$56,426	$95,677	$47,746	$68,542	$51,261	$45,686	1
2	Ballast	$148,753	$4,885	$75,382	*$3,934*	$4,365	$52,612	$7,363	2
3	Ties	341,872	209,492	194,459	196,106	144,572	149,776	126,538	3
4	Rails	221,735	69,899	107,951	*3,885*	19,284	66,671	20,479	4
5	Other track material	183,635	98,594	107,018	100,193	42,881	61,958	42,171	5
6	Roadway and track	1,023,230	398,191	541,045	443,585	285,861	450,645	303,380	6
7	Removal of snow, sand, and ice	87,863	62,342	43,673	30,717	26,995	42,083	59,745	7
8	Maintenance of roadway and track (lines 2–7)	$2,007,088	$843,402	$1,069,528	$762,782	$523,957	$823,745	$559,677	8
9	Tunnels	$6,609	$7,896	.....	.....	$3,099	$193	$8,960	9
10	Bridges, trestles, and culverts	241,311	62,102	$124,167	*$1,347*	42,082	137,941	67,615	10
11	Under- and overgrade crossings	13,255	3,489	3,778	*11,006*	2,960	3,953	829	11
12	Grade crossings, fences, etc	62,326	48,375	25,146	34,952	44,591	29,543	26,641	12
13	Snow and sand fences and snow-sheds	259	1,769	.....	.....	170	637	177	13
14	Signals and interlocking plants	131,346	55,351	33,486	9,236	92,009	2,527	24,920	14
15	Telegraph and telephone lines	38,587	15,280	34,442	7,375	9,095	7,706	3,346	15
16	Electric power transmission	.....	.....	.....	.....	[2] 60,004	.....	.....	16
17	Maintenance of track structures (lines 9–16)	$493,693	$194,264	$221,018	$39,211	$254,011	$182,500	$132,487	17
18	Buildings, fixtures, and grounds	$403,111	$143,390	$158,209	$59,466	[3] $141,113	$120,174	$71,658	18
19	Docks and wharves	85,999	727	14,071	.....	19,104	11,949	113,589	19
20	Maint. bldgs., docks, wharves (lines 18, 19)	$489,110	$144,117	$172,281	$59,466	$160,217	$132,123	$185,247	20
21	Injuries to persons	$9,780	$2,166	$742	$10,611	$8,586	$4,509	$5,862	21
22	Roadway tools and supplies	$41,012	$19,598	$19,262	$12,962	$17,896	$31,397	$12,409	22
23	Stationery and printing	10,684	2,157	4,157	4,922	5,421	3,564	2,652	23
24	Other expenses	5,468	895	1,622	204	720	5,568	317	24
25	Other maint. way and struct. exp. (lines 22–24)	$57,164	$22,650	$25,040	$18,088	$24,037	$40,529	$15,379	25
26	Total foregoing maint. way and struc. exp	$3,216,609	$1,263,026	$1,584,286	$937,903	$1,039,350	$1,234,668	$944,338	26
27	Maint. jt. trks., yds., and other facil., Dr	$110,013	$103,517	$93,845	$33,088	$102,922	$50,066	$98,173	27
28	Maint. jt. trks., yds., and other facil., Cr	*37,596*	*74,584*	*193,682*	*8,925*	*109,097*	*64,544*	*8,056*	28
29	Total maint. way and struc. exp	$3,289,025	$1,291,958	$1,484,449	$962,067	$1,033,174	$1,220,190	$1,034,454	29
	Maintenance of equipment:								
30	Superintendence	$98,605	$73,090	$94,722	$45,726	$38,415	$46,784	$31,589	30
31	Steam locomotives, repairs	$1,321,451	$1,305,832	$784,238	$392,517	$352,320	$487,017	$484,635	31
32	Electric locomotives, repairs	.....	.....	.....	.....	.....	.....	.....	32
33	Locomotives, repairs (lines 31, 32)	$1,321,451	$1,305,832	$784,238	$392,517	$352,320	$487,017	$484,635	33
34	Passenger-train cars, repairs	$508,430	$143,741	$164,921	$74,491	$276,358	$40,357	$116,658	34
35	Freight-train cars, repairs	1,461,577	917,502	820,461	513,358	80,669	765,174	500,841	35
36	Electric equipment of cars, repairs	.....	.....	.....	.....	49,308	.....	.....	36
37	Cars, repairs (lines 34–36)	$1,970,006	$1,061,243	$985,382	$587,849	$406,335	$805,531	$617,499	37
38	Floating equipment, repairs	.....	.....	$996	.....	.....	.....	.....	38
39	Work equipment, repairs	$27,241	$9,748	9,214	$11,286	$6,228	$28,194	$3,750	39
40	Steam locomotives, renewals	$9,471	$54,279	.....	$47,233	$86,000	$9,300	*$3,690*	40
41	Electric locomotives, renewals	.....	.....	.....	.....	.....	.....	.....	41
42	Passenger-train cars, renewals	39,053	.....	$233	.....	86,142	.....	*8,912*	42
43	Freight-train cars, renewals	27,717	81,170	80,384	97,878	14,428	97,407	*42,667*	43
44	Electric eqpt. of cars, renewals	.....	.....	.....	.....	27,000	.....	.....	44
45	Floating equipment, renewals	.....	.....	.....	.....	.....	.....	.....	45
46	Work equipment, renewals	2,271	6,761	490	.....	250	812	273	46
47	Equipment, renewals (lines 40–46)	$78,512	$142,210	$81,107	$145,111	$213,820	$107,519	*$54,996*	47
48	Steam locomotives, depreciation	$353,480	.....	$75,648	.....	$69,000	$74,260	$72,065	48
49	Electric locomotives, depreciation	.....	.....	.....	.....	.....	.....	.....	49
50	Passenger-train cars, depreciation	97,399	.....	72,310	.....	39,334	11,308	31,455	50
51	Freight-train cars, depreciation	763,618	.....	290,014	.....	36,000	248,846	85,972	51
52	Electric eqpt. of cars, depreciation	.....	.....	.....	.....	36,996	.....	.....	52
53	Floating equipment, depreciation	.....	.....	.....	.....	.....	.....	.....	53
54	Work equipment, depreciation	26,434	.....	2,368	.....	.....	4,143	4,625	54
55	Equipment, depreciation (lines 48–54)	$1,240,931	.....	$440,341	.....	$181,330	$338,557	$194,118	55
56	Injuries to persons	$7,044	$9,343	$868	$3,856	$6,387	$4,418	$11,530	56
57	Shop machinery and tools	$122,300	$79,793	$26,918	$9,849	$27,645	$31,878	$22,544	57
58	Power plant and equipment	.....	.....	.....	.....	[4] 16,809	.....	.....	58
59	Stationery and printing	10,876	7,271	10,979	6,402	3,744	6,063	5,304	59
60	Other expenses	3,903	30	23	.....	845	.....	74	60
61	Other maint. eqpt. expenses (lines 57–60)	$137,080	$87,093	$37,920	$16,251	$49,042	$37,941	$27,922	61
62	Total foregoing maint. eqpt. expenses	$4,880,870	$2,688,558	$2,434,787	$1,202,597	$1,253,878	$1,855,962	$1,316,046	62
63	Maint. jt. eqpt. at terminals, Dr	.....	$2,396	$66,541	$476	$34,307	$1,055	.....	63
64	Maint. jt. eqpt. at terminals, Cr	.....	*2,203*	*17,041*	*275*	*36,272*	.....	.....	64
65	Total maint. of equipment expenses	$4,880,870	$2,688,752	$2,484,287	$1,202,798	$1,251,913	$1,857,017	$1,316,046	65
	Traffic expenses:								
66	Superintendence	$189,570	$65,857	$58,075	$63,251	$48,006	$72,634	$35,481	66
67	Outside agencies	154,456	85,804	46,016	168,224	3,434	9,938	26,280	67
68	Advertising	112,126	33,104	23,235	32,295	57,157	12,090	14,327	68
69	Traffic associations	23,477	1,088	3,151	8,334	179	3,248	1,288	69
70	Fast freight lines	128,621	15,626	4,818	259,114	.....	.....	25,765	70
71	Industrial and immigration bureaus	8,265	6,039	2,787	.....	32,865	6,300	24,983	71
72	Stationery and printing	58,230	28,675	29,167	52,554	34,851	15,913	10,609	72
73	Other expenses	692	1,528	710	779	.....	46	512	73
74	Total foregoing traffic expenses	$675,435	$237,721	$167,959	$584,550	$176,492	$120,169	$139,244	74
	Transportation expenses:								
75	Superintendence	$182,926	$122,212	$192,803	$75,967	$94,305	$85,241	$48,845	75
76	Dispatching trains	105,092	75,196	234,085	145,137	115,698	105,190	27,890	76
77	Supt. and dispatching trains (lines 75, 76)	$288,018	$197,409	$426,888	$221,104	$210,003	$190,431	$76,735	77

[1] Operating expenses of Erie & Central New York R.R. Co. are included in those of Delaware, Lackawanna & Western R.R. Co., and also reported separately. [2] Includes $9000 depreciation. [3] Includes $6000 depreciation. [4] Includes $15,000 depreciation.

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

and Upward, or Operating Road 250 Miles Long or Longer (*continued*).

nearest dollar only. The expenses are classified in accordance with the officially prescribed uniform system of accounts. The corporations are named in the operating revenues, see page 23. Figures in *italics* denote *credits*.

L.No.	Expense account.	Delaware, L. & W. 8	Delaware & Hudson. 9	Northern Central. 10	New York, C. & St. L. 11	Long Island. 12	Buffalo, R. & P. 13	New York, Ontario & W. 14	L.No.
	Transportation expenses (concluded):								
78	Station employees	$1,451,379	$703,218	$1,049,753	$607,312	$513,058	$257,673	$355,679	78
79	Weighing and car service associations	10,607	6,535	8,498	14,549	3,116	2,151	1,899	79
80	Coal and ore docks	.....	.....	2,203	.....	.....	32,171	67,170	80
81	Station supplies and expenses	129,811	51,637	65,620	48,129	111,188	15,877	44,882	81
82	Station service (lines 78–81)	$1,591,796	$761,391	$1,126,075	$669,990	$627,361	$307,872	$469,631	82
83	Yard enginemen	$367,337	$160,216	$150,254	$164,076	$79,159	$102,018	$47,795	83
84	Yardmasters and their clerks	$237,988	$121,505	$69,318	$57,404	$47,176	$57,537	$24,691	84
85	Yard conductors and brakemen	644,628	315,487	243,003	279,963	153,081	170,026	87,107	85
86	Yard switch and signal tenders	49,129	102,354	924	11,657	50,335	2,104	3,821	86
87	Other yard employees (lines 84–86)	$931,744	$539,347	$313,246	$349,024	$250,592	$229,668	$115,619	87
88	Fuel for yard locomotives	$238,465	$296,697	$153,056	$152,575	$88,458	$73,454	$64,054	88
89	Yard supplies and expenses	$10,042	$12,614	$17,659	$2,649	$22,993	$8,266	$1,850	89
90	Engine house expenses, yard	112,081	69,565	36,333	24,287	24,263	39,067	15,311	90
91	Water for yard locomotives	33,976	6,483	6,904	5,000	4,594	3,925	2,038	91
92	Lubricants for yard locomotives	7,742	4,216	3,300	3,568	1,215	2,121	1,381	92
93	Other supplies for yard locomotives	11,604	3,894	4,152	3,108	2,009	3,621	688	93
94	All other yard expenses (lines 89–93)	$175,445	$96,773	$68,347	$38,612	$55,074	$57,001	$21,268	94
95	Total direct sta. and yard exp. (lines 78–93)	$3,304,788	$1,854,423	$1,810,977	$1,374,277	$1,100,645	$770,014	$718,365	95
96	Motormen	.....	.....	.....	.....	$59,968	.....	.....	96
97	Road enginemen	$1,145,824	$877,822	$565,071	$477,929	285,359	$385,160	$442,599	97
98	Road enginemen and motormen (lines 96, 97)	$1,145,824	$877,822	$565,071	$477,929	$345,327	$385,160	$442,599	98
99	Fuel for road locomotives	$2,068,294	$1,570,113	$992,297	$766,124	$630,966	$456,183	$833,902	99
100	Engine house expenses, road	$327,829	$409,850	$168,988	$74,877	$115,463	$135,968	$123,350	100
101	Water for road locomotives	112,522	67,883	40,803	41,562	51,064	42,669	36,470	101
102	Lubricants for road locomotives	50,698	39,759	17,957	12,342	6,607	13,357	15,303	102
103	Other supplies for road locomotives	43,224	27,543	24,438	8,556	10,960	17,982	7,462	103
104	Operating power plants	.....	.....	.....	.....	36,514	.....	.....	104
105	Purchased power	.....	.....	.....	.....	226,646	.....	.....	105
106	Other rd. locos. sups. and exp. (lines 100–105)	$534,274	$545,035	$252,186	$137,338	$447,255	$209,976	$182,585	106
107	Road trainmen	$1,170,561	$812,704	$590,396	$569,962	$473,830	$331,360	$510,272	107
108	Train supplies and expenses	379,070	159,839	223,872	131,172	186,030	70,474	83,176	108
109	Injuries to persons	93,935	329,617	8,657	72,313	166,683	7,348	111,300	109
110	Loss and damage, freight	$200,718	$94,800	$43,530	$135,954	$23,164	$15,743	$22,466	110
111	Loss and damage, baggage	974	900	322	138	1,538	637	201	111
112	Loss and damage (lines 110, 111)	$201,692	$95,700	$43,852	$136,092	$24,702	$16,380	$22,668	112
113	Clearing wrecks	$19,641	$19,680	$21,407	$7,539	$10,575	$10,173	$9,050	113
114	Damage to property	22,332	35,945	1,988	26,636	11,223	4,717	6,190	114
115	Damage to stock on right of way	2,853	1,547	188	3,076	1,967	649	1,369	115
116	Casualties (lines 113–115)	$44,827	$57,172	$23,583	$37,252	$23,765	$15,539	$16,608	116
117	Interlockers, block and other signal operations	$146,242	$96,538	$48,680	$21,431	$89,428	$4,349	$31,904	117
118	Crossing flagmen and gatemen	170,370	100,618	53,957	60,703	145,504	12,670	29,580	118
119	Drawbridge operation	17,830	4,224	.....	8,056	13,342	.....	879	119
120	Telegraph and telephone operation	62,727	10,042	56,988	8,608	49,689	49	114	120
121	Operating floating equipment	.....	.....	52,235	.....	57,098	.....	.....	121
122	Express service	.....	.....	.....	.....	.....	.....	.....	122
123	Stationery and printing	108,687	44,405	71,680	50,355	44,516	33,709	29,174	123
124	Other expenses	7,099	7,790	3,510	2,243	8,787	761	309	124
125	All other transp. exp. (lines 117–124)	$512,955	$263,618	$287,050	$151,396	$408,364	$51,538	$91,960	125
126	Total direct movement exp. (lines 96–124)	$6,151,431	$4,711,620	$2,986,964	$2,479,577	$2,706,921	$1,543,959	$2,295,070	126
127	Total foregoing transportation exp	$9,744,237	$6,763,452	$5,224,830	$4,074,958	$4,017,568	$2,504,404	$3,090,171	127
128	Optg. joint yards and terminals, Dr	$6,989	$128,383	$485,614	$40,647	$68,614	$34,369	$99,368	128
129	Optg. joint yards and terminals, Cr	*8,554*	*40,477*	*168,997*	*8,154*	*72,545*	*600*	*2,315*	129
130	Optg. joint tracks and facilities, Dr	59,605	68,100	39,843	31,220	52,461	36,976	13,804	130
131	Optg. joint tracks and facilities, Cr	*30,636*	*68,394*	*48,592*	*15,255*	*62,584*	*23,951*	*9,620*	131
132	Total transportation expenses	$9,771,641	$6,851,064	$5,532,698	$4,123,416	$4,003,514	$2,551,197	$3,191,409	132
	General expenses:								
133	Salaries and exp. of general officers	$115,737	$55,691	$31,158	$32,399	$50,504	$30,857	$60,403	133
134	Salaries and exp. of clerks and attendants	273,435	182,641	130,288	84,125	75,136	55,773	60,923	134
135	General office supplies and expenses	52,876	42,460	6,552	11,875	21,557	5,370	15,138	135
136	Law expenses	110,971	86,106	27,458	34,158	64,775	17,455	30,707	136
137	Administration expenses (lines 133–136)	$553,019	$366,898	$195,456	$162,558	$211,972	$109,456	$167,172	137
138	Insurance	$7,018	$29,727	$49,979	$1,832	$21,673	$21,200	$14,171	138
139	Relief department expenses	.....	.....	$15,539	.....	$2,612	.....	.....	139
140	Pensions	$55,875	$24,249	45,708	.....	5,837	$12,303	.....	140
141	Stationery and printing	27,669	21,778	8,751	$1,959	8,696	9,638	$1,774	141
142	Other expenses	24,673	7,747	3,646	2,883	7,006	2,719	14,878	142
143	Other general expenses (lines 139–142)	$108,217	$53,774	$73,644	$7,843	$24,150	$24,660	$19,652	143
144	Total foregoing general expenses	$668,254	$450,399	$319,079	$172,232	$257,795	$155,316	$200,994	144
145	Gen. admin. jt. trks., yds., and ter., Dr	$8,998	$15,565	$523	.....	$34,307	$16	.....	145
146	Gen. admin. jt. trks., yds., and ter., Cr	*1,454*	*4,421*	.....	.....	*36,272*	.....	.....	146
147	Total general expenses	$675,798	$461,542	$319,602	$172,232	$255,830	$155,332	$200,994	147
148	Total optg. excluding jt. facil. accounts	$19,185,405	$11,403,156	$9,730,941	$6,972,240	$6,745,084	$5,870,518	$5,690,792	148
149	Grand total railroad optg. exp	$19,292,769	$11,531,037	$9,988,996	$7,045,063	$6,720,923	$5,903,905	$5,882,147	149
150	Av. number miles road operated	930.10	819.47	470.81	523.02	389.97	566.88	545.87	150
151	Av. optg. expenses per mile	$20,743	$14,071	$21,217	$13,470	$17,234	$10,415	$10,776	151
152	Operating ratio, per cent	53.58	58.03	78.45	64.91	71.54	66.07	68.56	152

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part A: Corporations Having Revenues from Railroad Operations of $1,000,000

The figures given are for the " rail operations " of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad

L.No.	Expense account.	Rutland. 15	Central N. E. 16	New York, S. & W. 17	Buffalo & S. 18	Lehigh & H. R. 19	P., S. & N. (Recvr.) 20	Ulster & Delaware. 21	Syracuse, B. & N. Y 22	L.No.
	Maintenance of way and structures:									
1	Superintendence	$22,424	$23,509	$16,739	$24,836	$8,397	$10,282	$9,759	$13,363	1
2	Ballast	$7,263	$20,542	$178	$7,644	$4,536	$4,436	$2,819	$1,076	2
3	Ties	59,186	60,815	39,804	73,706	23,881	15,095	28,347	14,453	3
4	Rails	24,287	36,519	6,353	26,387	5,496	2,216	301	1,585	4
5	Other track material	33,282	22,127	18,703	11,074	10,811	2,867	5,928	7,219	5
6	Roadway and track	163,756	212,205	86,947	159,162	68,671	77,408	57,246	50,492	6
7	Removal of snow, sand, and ice	14,193	13,887	7,123	16,470	4,326	10,732	5,028	9,134	7
8	Maintenance of roadway and track (lines 2–7)	$301,966	$366,095	$159,109	$294,442	$117,723	$112,756	$99,669	$83,958	8
9	Tunnels	.....	.....	$629	$1	.....	.....	.....	.....	9
10	Bridges, trestles, and culverts	$31,709	$68,387	48,997	28,539	$17,107	$4,888	$5,572	$5,925	10
11	Under- and overgrade crossings	18,015	1,310	596	5	852	537	79	2,718	11
12	Grade crossings, fences, etc	15,611	11,675	9,926	3,164	3,031	993	2,708	8,587	12
13	Snow and sand fences and snow-sheds	608	698	42	428	47	260	63	.....	13
14	Signals and interlocking plants	955	2,742	18,275	746	537	574	3,719	4,958	14
15	Telegraph and telephone lines	290	1,978	1,142	564	1,289	5,694	.....	1,878	15
16	Electric power transmission	5	.....	.....	.....	.....	.....	.....	.....	16
17	Maintenance of track structures (lines 9–16)	$67,194	$86,790	$79,607	$33,446	$22,862	$12,945	$12,141	$24,065	17
18	Buildings, fixtures, and grounds	$68,535	$28,434	$28,681	$29,629	$7,861	$13,593	$11,501	$19,403	18
19	Docks and wharves	1,581	409	.....	.....	.....	.....	772	.....	19
20	Maint. bldgs., docks, wharves (lines 18, 19)	$70,116	$28,843	$28,681	$29,629	$7,861	$13,593	$12,273	$19,403	20
21	Injuries to persons	$3	$238	$341	$3,500	$33	$37	$348	$615	21
22	Roadway tools and supplies	$7,328	$5,274	$5,448	$4,473	$47	$2,000	$2,062	$1,830	22
23	Stationery and printing	677	1,196	1,785	318	473	357	138	518	23
24	Other expenses	23	.....	.....	.....	173	1,438	220	260	24
25	Other maint. way and struct. exp. (lines 22–24)	$8,029	$6,470	$7,232	$4,791	$693	$3,795	$2,420	$2,608	25
26	Total foregoing maint. way and struct. exp	$469,732	$511,946	$291,709	$390,644	$157,569	$153,408	$136,610	$144,014	26
27	Maint. jt. trks., yds., and other facil., Dr.	$9,301	$5,181	$10,021	$9,737	$25,727	$8,389	.....	$829	27
28	Maint. jt. trks., yds., and other facil., Cr.	*16,403*	*6,214*	*14,835*	*347*	.....	*122*	*$393*	*94,474*	28
29	Total maint. way and struc. exp	$462,631	$510,912	$286,895	$400,034	$183,296	$161,675	$136,217	$50,369	29
	Maintenance of equipment:									
30	Superintendence	$18,238	$16,208	$11,506	$19,172	$7,955	$10,091	$8,602	$2,362	30
31	Steam locomotives, repairs	$173,221	$147,483	$107,534	$256,796	$50,755	$86,721	$64,393	$22,465	31
32	Electric locomotives, repairs	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Locomotives, repairs (lines 31, 32)	$173,221	$147,483	$107,534	$256,796	$50,755	$86,721	$64,393	$22,465	33
34	Passenger-train cars, repairs	$48,600	$14,663	$32,654	$13,147	$12,613	$11,054	$20,639	$2,529	34
35	Freight-train cars, repairs	146,774	56,358	63,638	157,609	31,025	183,802	13,078	15,774	35
36	Electric equipment of cars, repairs	.....	.....	.....	.....	.....	.....	.....	.....	36
37	Cars, repairs (lines 34–36)	$195,375	$71,021	$96,292	$170,756	$43,638	$194,856	$33,717	$18,303	37
38	Floating equipment, repairs	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Work equipment, repairs	$3,750	$1,019	$3,564	$7,261	.....	$3,665	$312	$1,199	39
40	Steam locomotives, renewals	$15,167	*$183*	.....	$235	.....	$3,956	.....	$635	40
41	Electric locomotives, renewals	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Passenger-train cars, renewals	.....	649	.....	.....	.....	.....	$151	615	42
43	Freight-train cars, renewals	24,462	370	$18,546	*498*	.....	6,636	.....	.....	43
44	Electric eqpt. of cars, renewals	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Floating equipment, renewals	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Work equipment, renewals	1,206	198	.....	455	.....	315	.....	.....	46
47	Equipment renewals (lines 40–46)	$40,835	$1,035	$18,546	$192	.....	$10,907	$151	$1,250	47
48	Steam locomotives, depreciation	.....	$18,999	$5,075	$41,185	$12,104	.....	$19,757	$2,069	48
49	Electric locomotives, depreciation	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Passenger-train cars, depreciation	.....	3,887	1,275	7,901	1,277	.....	9,404	1,203	50
51	Freight-train cars, depreciation	.....	3,615	8,081	165,403	20,231	.....	3,588	19,113	51
52	Electric eqpt. of cars, depreciation	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Floating equipment, depreciation	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Work equipment, depreciation	.....	1,336	6	3,290	.....	.....	378	893	54
55	Equipment, depreciation (lines 48–54)	.....	$27,837	$14,437	$217,780	$33,612	.....	$33,127	$23,278	55
56	Injuries to persons	$108	$2,291	$261	$2	$84	$273	$206	$268	56
57	Shop machinery and tools	$14,134	$3,731	$3,169	$12,148	$2,943	$5,962	$3,887	$3,545	57
58	Power plant and equipment	35	.....	.....	.....	.....	.....	.....	.....	58
59	Stationery and printing	1,182	1,057	1,201	832	282	713	935	519	59
60	Other expenses	13,194	.....	.....	231	11,524	113	14	68	60
61	Other maint. eqpt. expenses (lines 57–60)	$28,545	$4,788	$4,370	$13,211	$14,749	$6,788	$4,835	$4,132	61
62	Total foregoing maint. eqpt. expenses	$460,071	$271,682	$256,510	$685,169	$150,792	$313,302	$145,342	$73,256	62
63	Maint. jt. eqpt. at terminals, Dr.	$95	$3,030	$2,500	$337	$4,323	.....	.....	.....	63
64	Maint. jt. eqpt. at terminals, Cr.	*2,067*	*5,782*	.....	.....	.....	.....	.....	.....	64
65	Total maint. of equipment expenses	$458,099	$268,929	$259,010	$685,507	$155,115	$313,302	$145,342	$73,256	65
	Traffic expenses:									
66	Superintendence	$25,555	$9,831	$8,202	$17,279	$7,904	$9,574	$9,439	$9,212	66
67	Outside agencies	18,889	.....	3,517	1,997	.....	.....	.....	6,574	67
68	Advertising	8,741	2,673	1,711	1,313	213	608	9,221	5,438	68
69	Traffic associations	1,093	339	108	787	32	.....	140	1,136	69
70	Fast freight lines	13,749	.....	.....	.....	2,925	.....	.....	11,383	70
71	Industrial and immigration bureaus	135	.....	638	.....	.....	.....	.....	401	71
72	Stationery and printing	7,370	8,131	5,207	4,467	3,082	2,585	898	2,828	72
73	Other expenses	688	.....	.....	.....	.....	6	.....	32	73
74	Total foregoing traffic expenses	$76,221	$20,974	$19,383	$25,844	$14,156	$12,772	$19,698	$37,005	74
	Transportation expenses:									
75	Superintendence	$29,192	$19,093	$19,458	$25,981	$16,168	$12,672	$15,384	$8,074	75
76	Dispatching trains	8,877	11,361	39,245	23,552	9,099	4,406	6,989	4,517	76
77	Supt. and dispatching trains (lines 75, 76)	$38,069	$30,454	$58,703	$49,534	$25,267	$17,078	$22,373	$12,591	77

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

and Upward, or Operating Road 250 Miles Long or Longer (*concluded*).

nearest dollar only. The expenses are classified in accordance with the officially prescribed uniform system of accounts. The corporations are named in th operating revenues, see page 23. Figures in *italics* denote *credits*.

L.No.	Expense account.	Rutland. 15	Central N. E. 16	New York, S. & W. 17	Buffalo & S. 18	Lehigh & H. R. 19	P., S. & N. (Recvr.) 20	Ulster & Delaware. 21	Syracuse, B. & N. Y. 22	L.No.
	Transportation expenses (concluded):									
78	Station employees	$143,631	$159,416	$88,332	$85,074	$16,172	$26,870	$56,795	$87,625	78
79	Weighing and car service associations	230	412	1,216	579	460	219	13	730	79
80	Coal and ore docks	.....	.....	.....	.....	.....	.....	12,064	.....	80
81	Station supplies and expenses	26,566	7,742	8,601	4,826	2,354	2,419	5,498	5,946	81
82	Station service (lines 78–81)	$170,427	$167,569	$98,150	$90,480	$18,987	$29,508	$74,369	$94,301	82
83	Yard enginemen	$19,733	$21,313	$17,967	$17,870	$10,361	$4,665	$6,538	$12,960	83
84	Yardmasters and their clerks	$15,186	$24,629	$12,792	$12,786	$3,809	$4,006	$5,280	$8,937	84
85	Yard conductors and brakemen	24,479	44,123	35,657	26,650	17,531	7,032	8,567	18,159	85
86	Yard switch and signal tenders	7,868	1,669	2,229	602	.....	.....	1,139	3,489	86
87	Other yard employees (lines 84–86)	$47,533	$70,421	$50,678	$40,037	$21,341	$11,038	$14,986	$30,585	87
88	Fuel for yard locomotives	$36,772	$32,352	$36,174	$15,462	$12,465	$3,186	$12,301	$14,941	88
89	Yard supplies and expenses	$2,488	$871	$580	$395	$280	$28	$358	$299	89
90	Engine house expenses, yard	6,330	3,950	6,201	5,671	528	1,805	2,107	4,991	90
91	Water for yard locomotives	1,143	1,728	1,435	57	102	369	163	1,574	91
92	Lubricants for yard locomotives	615	705	521	156	199	218	245	383	92
93	Other supplies for yard locomotives	1,188	813	852	314	250	108	42	376	93
94	All other yard expenses (lines 89–93)	$11,764	$8,067	$9,588	$6,593	$1,359	$2,528	$2,916	$7,623	94
95	Total direct sta. and yard exp. (lines 78–93)	$286,229	$299,722	$212,557	$170,441	$64,511	$50,924	$111,111	$160,410	95
96	Motormen	.....	.....	.....	.....	.....	.....	.....	.....	96
97	Road enginemen	$148,030	$111,204	$116,338	$140,403	$52,566	$81,122	$45,936	$36,304	97
98	Road enginemen and motormen (lines 96, 97)	$148,030	$111,204	$116,338	$140,403	$52,566	$81,122	$45,936	$36,304	98
99	Fuel for road locomotives	$378,518	$251,037	$268,965	$223,156	$124,985	$104,055	$133,362	$54,883	99
100	Engine house expenses, road	$48,941	$28,545	$42,112	$67,760	$19,120	$21,781	$23,181	$12,368	100
101	Water for road locomotives	10,505	12,933	9,831	6,600	4,681	6,880	3,784	4,765	101
102	Lubricants for road locomotives	8,029	4,317	3,417	6,913	1,728	5,159	2,727	1,051	102
103	Other supplies for road locomotives	3,482	4,305	5,210	7,653	2,459	4,102	1,745	960	103
104	Operating power plants	10	.....	.....	.....	.....	.....	.....	.....	104
105	Purchased power	.....	.....	.....	.....	.....	.....	.....	.....	105
106	Other rd. locos. sups. and exp. (lines 100–105)	$70,968	$50,100	$60,570	$88,926	$27,987	$37,922	$31,438	$19,143	106
107	Road trainmen	$148,036	$129,793	$148,666	$139,204	$67,919	$72,504	$64,127	$38,803	107
108	Train supplies and expenses	32,979	12,912	31,978	18,774	3,841	9,792	15,039	8,802	108
109	Injuries to persons	13,551	35,833	24,794	1,858	18,785	264	4,690	14,185	109
110	Loss and damage, freight	$14,678	$12,319	$16,580	$6,798	$8,138	$1,670	$2,162	$6,881	110
111	Loss and damage, baggage	123	57	51	228	50	.....	95	141	111
112	Loss and damage (lines 110, 111)	$14,801	$12,376	$16,631	$7,026	$8,188	$1,670	$2,258	$7,023	112
113	Clearing wrecks	$2,800	$2,489	$1,909	$8,937	$1,307	$5,154	$1,225	$415	113
114	Damage to property	2,030	3,736	958	690	3,646	918	429	1,671	114
115	Damage to stock on right of way	1,265	1,756	164	278	240	219	116	113	115
116	Casualties (lines 113–115)	$6,095	$7,981	$3,030	$9,904	$5,193	$6,290	$1,770	$2,199	116
117	Interlockers, block and other signals operations	$974	$11,353	$3,422	.....	$6,142	$1,004	$3,591	$2,961	117
118	Crossing flagmen and gatemen	2,204	10,856	15,103	$413	450	20	5,009	9,559	118
119	Drawbridge operation	5,182	.....	1,891	.....	.....	.....	.....	.....	119
120	Telegraph and telephone operation	2,958	2,177	999	.....	11,709	2,587	.....	2,815	120
121	Operating floating equipment	.....	4,311	.....	.....	.....	.....	.....	.....	121
122	Express service	.....	.....	.....	.....	.....	.....	.....	.....	122
123	Stationery and printing	12,704	8,281	7,079	3,763	3,167	3,117	6,936	6,014	123
124	Other expenses	339	139	85	233	407	39	246	152	124
125	All other transp. exp. (lines 117–124)	$24,360	$37,117	$28,579	$4,409	$21,875	$6,767	$15,782	$21,502	125
126	Total direct movement exp. (lines 96–124)	$837,339	$648,353	$699,552	$633,660	$331,340	$320,387	$314,400	$202,844	126
127	Total foregoing transportation exp.	$1,161,637	$978,529	$970,812	$853,635	$421,117	$388,389	$447,884	$375,845	127
128	Optg. joint yards and terminals, Dr.	$32,991	$37,901	$39,313	$13,527	$51,417	$2,635	$1,069	$817	128
129	Optg. joint yards and terminals, Cr.	*27,179*	*124,750*	*3,120*	*1,328*	.....	*861*	.....	.....	129
130	Optg. joint tracks and facilities, Dr.	24,306	2,471	134	4,320	20,106	4,167	.....	232	130
131	Optg. joint tracks and facilities, Cr.	*21,293*	*433*	*8,148*	*13*	.....	.....	.....	*53,985*	131
132	Total transportation expenses	$1,170,462	$893,718	$998,991	$870,141	$492,641	$394,331	$448,953	$322,908	132
	General expenses:									
133	Salaries and exp. of general officers	$8,371	$3,864	$5,337	$32,648	$23,514	$11,909	$10,294	$5,639	133
134	Salaries and exp. of clerks and attendants	31,766	18,345	21,983	24,389	12,488	16,176	8,413	15,220	134
135	General office supplies and expenses	4,739	842	4,371	2,992	2,069	2,113	1,290	2,440	135
136	Law expenses	12,512	4,723	8,540	8,408	2,017	3,060	4,580	6,999	136
137	Administration expenses (lines 133–136)	$57,388	$27,774	$40,232	$68,437	$40,090	$33,258	$24,577	$30,298	137
138	Insurance	$6,257	$5,940	$1,406	$20,651	$1,689	$3,948	$3,017	.....	138
139	Relief department expenses	.....	.....	.....	.....	.....	.....	.....	$4,481	139
140	Pensions	.....	.....	.....	.....	.....	.....	.....	.....	140
141	Stationery and printing	$5,076	$2,612	$5,926	$2,859	$1,846	$1,503	$1,561	1,343	141
142	Other expenses	1,825	2,374	2,207	3,279	177	50	517	708	142
143	Other general expenses (lines 139–142)	$6,901	$4,986	$8,133	$6,138	$2,023	$1,553	$2,077	$6,532	143
144	Total foregoing general expenses	$70,545	$38,699	$49,771	$95,225	$43,801	$38,760	$29,671	$36,830	144
145	Gen. admin. jt. trks., yds., and ter., Dr.	.....	.....	.....	.....	$393	.....	.....	.....	145
146	Gen. admin. jt. trks., yds., and ter., Cr.	*$4*	.....	.....	*$6*	.....	.....	.....	*$8,998*	146
147	Total general expenses	$70,542	$38,699	$49,771	$95,220	$44,194	$38,760	$29,671	$27,832	147
148	Total optg. exp. excluding jt. facil. accounts	$2,238,206	$1,821,830	$1,588,185	$2,050,518	$787,436	$906,630	$779,205	$666,949	148
149	Grand total railroad optg. exp.	$2,237,954	$1,733,233	$1,614,051	$2,076,744	$889,401	$920,839	$779,881	$511,369	149
150	Av. number miles road operated	468.11	282.50	152.00	360.89	96.60	240.39	128.90	80.95	150
151	Av. optg. expenses per mile	$4,781	$6,135	$10,619	$5,755	$9,207	$3,831	$6,050	$6,317	151
152	Operating ratio, per cent	69.75	57.34	59.85	93.87	61.76	78.70	68.46	49.97	152

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part B: Corporations Having Revenues from Railroad Operations of

The figures given are for the " rail operations " of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest
The expenses are classified in accordance with the officially prescribed uniform system of accounts.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and
Figures in *italics* denote *credits*.

Line No.	South Buffalo.	Lehigh & New England.	New Jersey & New York.	St. Lawrence & Adirondack.	Buffalo Creek.	Fonda, Johnstown & G.	Dunkirk, Allegheny V. & P.	Lake Champlain & Moriah.	New York & Ottawa.	Line No.
	23	24	25	26	27	28	29	30	31	
1	$708	$11,046	$4,602	$2,185	$4,686	$2,020	$4,338	$985	$2,006	1
2	67,184	85,162	31,674	49,066	25,219	19,002	56,844	9,213	43,432	2
3	5,805	48,764	9,819	8,189	6,657	1,732	14,594	5,525	5,433	3
4	2,788	10,429	5,811	5,934	4,192	2,616	6,419	3,661	3,747	4
5	.....	24	220	161	.....	.....	38	83	108	5
6	668	1,565	860	362	1,788	238	1,085	430	814	6
7	$77,152	$156,990	$52,985	$65,898	$42,542	$25,607	$83,318	$19,897	$55,540	7
8	$94	$6,335	$32,189	$23,183	$3,092	$1,055	$1,388	.....	$42	8
9	*950*	.....	.....	.....	*17,621*	.....	*3*	.....	*13*	9
10	$76,296	$163,324	$85,174	$89,081	$28,013	$26,662	$84,703	$19,897	$55,568	10
11	$3,420	$7,001	$2,250	$9,374	$4,114	$1,610	$759	$1,538	$3,318	11
12	39,305	28,896	25,515	13,863	17,099	8,500	17,063	16,951	13,118	12
13	6,073	23,047	17,217	16,592	2,614	3,106	13,097	11,734	7,502	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	1,350	201	33	.....	351	255	225	108	15
16	.....	1,370	.....	.....	.....	2,500	750	497	12,381	16
17	22,919	45,631	1,950	.....	2,078	.....	.....	6,235	.....	17
18	30	5	52	1	.....	.....	73	.....	57	18
19	7,526	2,393	137	1,544	258	3,270	735	4,797	1,672	19
20	$79,273	$109,693	$47,321	$41,407	$26,162	$19,337	$32,733	$41,978	$38,156	20
21	.....	.....	.....	$364	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	$79,273	$109,693	$47,321	$41,771	$26,162	$19,337	$32,733	$41,978	$38,156	23
24	$2,378	$12,581	$8,253	$5,872	.....	$4,904	$11,614	.....	$8,506	24
25	$35,996	$15,486	$10,108	$981	$19,951	$3,345	$4,221	$1,518	$4,314	25
26	$7,168	$32,340	$24,193	$12,617	$425	$18,990	$26,056	$2,755	$6,822	26
27	.....	8,866	.....	.....	27,265	2,560	2,610	5,910	268	27
28	1,800	14,033	.....	30	61,959	3,360	561	12,643	350	28
29	.....	18,390	.....	.....	26,149	5,370	5,529	15,391	746	29
30	.....	4,113	.....	26	7,620	1,098	1,324	3,305	86	30
31	$8,968	$77,742	$24,193	$12,673	$123,417	$31,377	$36,079	$40,004	$8,272	31
32	$100,578	$26,552	$35,666	$20,861	.....	$6,407	$14,572	$2,773	$9,094	32
33	84,379	56,669	84,559	91,311	.....	13,788	32,140	29,158	20,910	33
34	12,758	11,881	9,369	8,542	.....	2,544	7,858	3,498	4,044	34
35	136,476	33,563	48,362	24,726	.....	8,797	18,347	4,191	10,837	35
36	2,072	1,127	16,404	8,487	.....	1,565	2,579	1,089	1,652	36
37	1,487	2,446	7,024	40	$248	1,800	15,591	1,893	146	37
38	1,319	1,948	2,731	1,446	965	1,051	2,655	3	355	38
39	2,230	2,251	504	384	926	409	757	1,557	677	39
40	4,164	6,711	7,156	2,626	7,872	4,303	3,475	624	3,959	40
41	$345,462	$143,149	$211,775	$158,423	$10,012	$40,663	$97,974	$44,785	$51,674	41
42	$390,426	$236,376	$246,077	$172,076	$153,380	$75,385	$138,274	$86,306	$64,259	4
43	$1,152	$770	$38,359	$7,859	.....	$8,440	$4,668	.....	$1,004	43
44	.....	.....	.....	*220*	*$42,828*	.....	*2,083*	.....	.....	44
45	1,108	2,455	7,098	41,811	2,396	.....	27	.....	132	45
46	.....	.....	.....	.....	*3,072*	.....	.....	.....	*13*	46
47	$392,686	$239,601	$291,534	$221,527	$109,876	$83,825	$140,887	$86,306	$65,382	47
48	$12,369	$31,033	$8,248	$7,448	$5,180	$13,145	$5,712	$4,165	$5,672	48
49	1,349	1,994	300	368	462	3,120	.....	2,521	514	49
50	594	3,739	1,025	603	18	1,358	537	3,119	535	50
51	$14,312	$36,766	$9,573	$8,417	$5,660	$17,623	$6,249	$9,805	$6,721	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	$14,312	$36,766	$9,573	$8,417	$5,660	$17,623	$6,249	$9,805	$6,721	54
55	$564,945	$561,966	$441,855	$366,669	$169,711	$152,352	$276,185	$157,986	$174,333	55
56	35.20	169.82	47.76	65.29	6.65	31.62	90.51	7.00	69.60	56
57	$16,050	$3,309	$9,252	$5,616	$25,520	$4,818	$3,051	$22,569	$2,505	57
58	61.36	62.84	63.79	58.64	48.76	44.60	88.72	59.88	101.40	58

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Less Than $1,000,000, or Operating Road Less Than 250 Miles Long.

dollar only.

their ranking on the basis of railroad operating revenues, see page 23.

Line No.	Expense account.	Terminal Ry. of Buffalo. 32	Greenwich & Johnsonville. 33	Genesee & Wyoming. 34	Jamestown, Chautauqua & L. E. 35	New York & Pennsylvania. 36	Delaware & Eastern. (Corpn.) 37	De aware & Eastern. (Recvrs.) 37½	Norwood & St. Lawrence. 38	Line No.
	Maintenance of way and structures:									
1	Superintendence	$697	$16	$840	$794	.....	$1,765	$700	$300	1
2	Maintenance of roadway and track	38,368	19,576	4,880	17,730	$28,202	21,205	9,370	3,978	2
3	Maintenance of track structures	1,096	932	1,052	2,169	2,443	48	71	205	3
4	Buildings, docks, and wharves	171	212	691	290	767	3,275	52	.....	4
5	Injuries to persons	4	.....	.....	.....	.....	.....	.....	.....	5
6	Other maintenance of way and structure expenses	166	405	.....	215	120	447	104	126	6
7	Total foregoing maintenance of way and structure expenses	$40,501	$21,141	$7,462	$21,197	$31,531	$26,740	$10,297	$4,609	7
8	Maintenance joint tracks, yards, and other facilities, Dr.	.....	.....	.....	$594	$72	$272	$136	.....	8
9	Maintenance joint tracks, yards, and other facilities, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total maintenance of way and structure expenses	$40,501	$21,141	$7,462	$21,791	$31,603	$27,012	$10,433	$4,609	10
	Maintenance of equipment:									
11	Superintendence	.....	.....	$639	$797	.....	$1,320	$570	$300	11
12	Locomotives, repairs	.....	$1,418	2,460	11,739	$4,157	5,006	2,185	3,387	12
13	Cars, repairs	.....	959	700	2,564	2,403	3,548	1,476	1,096	13
14	Floating equipment, repairs	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Work equipment, repairs	.....	.....	.....	.....	.....	.....	.....	848	15
16	Equipment, renewals	.....	40	.....	.....	.....	1,129	370	.....	16
17	Equipment, depreciation	.....	.....	2,750	.....	.....	.....	.....	2,887	17
18	Injuries to persons	.....	.....	.....	.....	.....	.....	.....	.....	18
19	Other maintenance of equipment expenses	.....	444	.....	91	211	824	298	24	19
20	Total foregoing maintenance of equipment expenses	.....	$2,861	$6,549	$15,192	$6,771	$11,826	$4,899	$8,543	20
21	Maintenance joint equipment at terminals, Dr	.....	.....	.....	$1	.....	.....	.....	.....	21
22	Maintenance joint equipment at terminals, Cr	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total maintenance of equipment expenses	.....	$2,861	$6,549	$15,193	$6,771	$11,826	$4,899	$8,543	23
	Traffic expenses:									
24	Total traffic expenses	.....	$638	$2,758	$1,444	.....	$1,420	$688	$217	24
	Transportation expenses:									
25	Superintendence and dispatching trains	.....	$2,147	$2,818	$770	.....	$2,594	$1,334	$600	25
26	Station service	.....	$5,472	$1,827	$19,336	$5,860	$5,446	$2,579	$4,450	26
27	Yard enginemen	.....	.....	1,539	2,159	.....	.....	.....	.....	27
28	Other yard employees	$411	3	1,454	2,062	.....	.....	.....	.....	28
29	Fuel for yard locomotives	.....	.....	1,308	2,918	.....	12,101	.....	.....	29
30	All other yard expenses	.....	.....	620	979	.....	.....	.....	.....	30
31	Total direct station and yard expenses	$411	$5,475	$6,748	$27,454	$5,860	$17,547	$2,579	$4,450	31
32	Road enginemen and motormen	.....	$5,365	$1,862	$8,037	$5,151	$2,833	$1,175	$5,298	32
33	Fuel for road locomotives	.....	13,069	3,060	11,776	11,857	.....	5,239	5,200	33
34	Other road locomotive supplies and expenses	.....	762	618	5,606	2,475	1,557	722	2,726	34
35	Road trainmen	.....	6,924	2,025	7,838	6,257	4,577	1,776	4,145	35
36	Train supplies and expenses	.....	255	175	353	418	2,740	299	253	36
37	Injuries to persons	$2,370	.. ....	.....	204	.....	23	2	9	37
38	Loss and damage	*65*	597	125	2,896	280	322	.....	167	38
39	Other casualties	227	265	28	79	80	226	26	50	39
40	All other transportation expenses	*4,650*	549	1,388	4,094	2,540	1,226	203	384	40
41	Total direct movement expenses	*$2,119*	$27,785	$9,280	$40,885	$29,058	$13,505	$9,441	$18,233	41
42	Total foregoing transportation expenses	*$1,708*	$35,407	$18,846	$69,108	$34,917	$33,646	$13,354	$23,283	42
43	Operating joint yards and terminals, Dr	$125	$275	.....	$1,896	$270	$125	$63	.....	43
44	Operating joint yards and terminals, Cr	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Operating joint tracks and acilities, Dr	1,810	.....	.....	99	.....	.....	.....	.....	45
46	Operating joint tracks and facilities, Cr	.....	.....	.....	.....	.....	.....	.....	.....	46
47	Total transportation expenses	$227	$35,682	$18,846	$71,103	$35,187	$33,771	$13,417	$23,283	47
	General expenses:									
48	Administration	$5,131	$1,533	$6,011	$7,771	$6,373	$6,628	$2,335	$3,854	48
49	Insurance	.....	300	.....	435	.....	447	.....	562	49
50	Other general expenses	45	528	1,008	595	176	780	112	252	50
51	Total foregoing general expenses	$5,176	$2,360	$7,019	$8,801	$6,549	$7,855	$2,447	$4,668	51
52	Gen. admin. joint tracks, yards, and terminals, Dr	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Gen. admin. joint tracks, yards, and terminals, Cr	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Total general expenses	$5,176	$2,360	$7,019	$8,801	$6,549	$7,855	$2,447	$4,668	54
55	Grand total operating expenses	$45,904	$62,683	$42,635	$118,332	$80,111	$81,885	$31,882	$41,320	55
56	Average number miles of road operated	11.02	31.62	16.16	35.13	56.13	30.17	15.72	19.52	56
57	Average operating expenses per mile of road	$4,165	$1,982	$2,638	$3,368	$1,427	$2,714	$2,028	$2,117	57
58	Operating ratio, per cent	28.63	50.53	37.43	119.37	82.56	131.00	99.00	45.46	58

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part B: Corporations Having Revenues from Railroad Operations of Less Than

The figures given are for the " rail operations " of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest
The expenses are classified in accordance with the officially prescribed uniform system of accounts.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and
Figures in *italics* denote *credits.*

Line No.	Connecting Terminal.	Little Falls & Dolgeville.	Catskill Mountain.	New York, Auburn & L.	Cooperstown & Charlotte V.	Niagara Junction.	Unadilla Valley.	Silver Lake.	Owasco River.	Line No.
	39	40	41	42	43	44	45	46	47	
1	.....	$619	$1,878	$676	.....	$549	$600	$300	.....	1
2	$907	8,233	9,882	5,123	$8,217	6,003	9,572	5,802	$6,121	2
3	.....	3,039	1,735	57	1,131	615	561	130	1,470	3
4	3,508	1,659	958	75	1,281	51	412	564	370	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	38	2	209	62	42	5	636	.....	90	6
7	$4,453	$13,552	$14,660	$5,993	$10,670	$7,224	$11,781	$6,795	$8,051	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	$4,453	$13,552	$14,660	$5,993	$10,670	$7,224	$11,781	$6,795	$8,051	10
11	.....	$300	$763	$1,080	.....	.....	$300	$300	.....	11
12	.....	4,127	3,666	3,079	$1,471	$2,280	2,896	903	$3,125	12
13	.....	978	2,602	1,220	.....	.....	212	937	1,343	13
14	.....	.....	2	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	4	.....	.....	15
16	.....	1,200	*23*	.....	.....	.....	.....	110,303	.....	16
17	.....	.....	1,743	.....	.....	1,133	3,600	4,174	4,275	17
18	.....	.....	180	.....	.....	.....	.....	.....	.....	18
19	.....	59	843	143	.....	.....	82	.....	11	19
20	.....	$6,664	$9,775	$5,522	$1,471	$3,413	$7,095	$116,617	$8,754	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	$6,664	$9,775	$5,522	$1,471	$3,413	$7,095	$116,617	$8,754	23
24	.....	$897	$928	$1,261	$22	.....	$242	$594	$321	24
25	.....	$1,112	$1,500	$923	.....	$2,097	$1,277	$300	$1,298	25
26	.....	$9,062	$3,610	$5,827	$4,814	$708	$2,886	$1,955	$1,805	26
27	.....	.....	.....	.....	.....	2,659	.....	1,116	4,915	27
28	.....	.....	.....	.....	1.595	3,584	.....	1,360	7,949	28
29	.....	.....	.....	.....	.....	2,755	.....	971	5,312	29
30	.....	.....	9	25	.....	1,271	458	356	1,169	30
31	.....	$9,062	$3,619	$5,852	$6,409	$10,976	$3,344	$5,757	$21,151	31
32	.....	$4,245	$2,848	$6,009	$3,267	.....	$2,163	$2,303	.....	32
33	.....	8,875	6,038	12,054	8,509	.....	4,345	2,818	.....	33
34	.....	1,236	1,310	2,002	1,642	.....	909	709	.....	34
35	.....	3,345	5,174	6,077	6,747	.....	2,400	2,214	.....	35
36	.....	609	720	918	314	.....	343	61	.....	36
37	.....	4	.....	1,033	325	.....	.....	.....	$403	37
38	.....	278	25	64	96	$43	189	281	.....	38
39	.....	121	.....	74	.....	276	.....	75	121	39
40	.....	905	1,166	697	524	.....	309	194	123	40
41	.....	$19,619	$17,282	$28,927	$21,426	$319	$10,659	$8,655	$648	41
42	.....	$29,793	$22,401	$35,702	$27,835	$13,392	$15,279	$14,712	$23,096	42
43	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	.....	.....	.....	.....	.....	.....	.....	$645	.....	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	.....	$29,793	$22,401	$35,702	$27,835	$13,392	$15,279	$15,357	$23,096	47
48	$3,370	$318	$2,114	$6,012	$2,400	$976	$3,761	$4,936	$1,837	48
49	5,750	616	467	.....	.....	661	440	39	152	49
50	[5] 43,563	205	135	1,563	.....	264	218	195	126	50
51	$52,683	$1,139	$2,716	$7,575	$2,400	$1,900	$4,419	$5,170	$2,116	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	$52,683	$1,139	$2,716	$7,575	$2,400	$1,900	$4,419	$5,170	$2,116	54
55	$57,137	$52,044	$50,479	$56,053	$42,398	$25,930	$38,816	$144,534	$42,337	55
56	1.00	13.97	11.78	40.92	23.99	4.86	19.14	6.86	2.16	56
57	$57,137	$3,511	$4,285	$1,370	$1,797	$5,335	$2,028	$21,068	$19,693	5
58	68.99	65.99	67.90	80.12	62.37	41.45	68.73	297.52	91.91	57

[5] Expenses not classified in conformity with the prescribed uniform system of accounts: of this amount the more important items are, in round numbers, 'Handling freight other than grain," $22,000; " Wages," $12,000; " Fuel," $3200; and about $3000 of adjustments which should properly have been made through Corporate Surplus or Deficit account.

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

$1,000,000, or Operating Road Less Than 250 Miles Long (*continued*).

dollar only.

their ranking on the basis of railroad operating revenues, see page 23.

Line No.	Expense account.	Skaneateles. 48	Bath & Hammondsport. 49	United States & Canada. 50	Buffalo, Attica & Arcade. 51	Raquette Lake. 52	Lowville & Beaver River. 53	Dansville & Mount Morris. 54	Erie & Central N. Y. [1] 55	Line No.
	Maintenance of way and structures:									
1	Superintendence	.....	$1,497	$486	$381	$362	$718	$451	$1,713	1
2	Maintenance of roadway and track	$3,884	3,478	6,049	12,686	15,608	5,617	6,673	7,524	2
3	Maintenance of track structures	1,816	570	141	1,369	4,744	252	966	3,934	3
4	Buildings, docks, and wharves	220	1,341	195	338	1,554	161	147	957	4
5	Injuries to persons	.....	.....	11	.....	.....	.....	.....	69	5
6	Other maintenance of way and structure expenses	55	41	27	145	28	349	327	170	6
7	Total foregoing maintenance of way and structure expenses	$5,974	$6,927	$6,908	$14,918	$22,295	$7,097	$8,566	$14,367	7
8	Maintenance joint tracks, yards, and other facilities, Dr.	.....	.....	$5	.....	.....	.....	$86	$89	8
9	Maintenance joint tracks, yards, and other facilities, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Total maintenance of way and structure expenses	$5,974	$6,927	$6,913	$14,918	$22,295	$7,097	$8,651	$14,456	10
	Maintenance of equipment:									
11	Superintendence	.....	.....	$182	$382	.....	.....	.....	$198	11
12	Locomotives, repairs	$1,775	$2,551	100	1,074	$1,729	$1,403	$2,405	476	12
13	Cars, repairs	155	21	2,545	62	72	415	863	777	13
14	Floating equipment, repairs	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Work equipment, repairs	.....	.....	86	519	.....	.....	.....	43	15
16	Equipment, renewals	.....	.....	.....	280	.....	.....	3,000	67	16
17	Equipment, depreciation	1,217	151	.....	720	.....	1,055	900	824	17
18	Injuries to persons	.....	.....	9	.....	.....	.....	.....	8	18
19	Other maintenance of equipment expenses	47	.....	37	89	.....	214	255	220	19
20	Total foregoing maintenance of equipment expenses	$6,195	$2,723	$2,958	$3,126	$1,801	$3,088	$7,423	$2,612	20
21	Maintenance joint equipment at terminals, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Maintenance joint equipment at terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total maintenance of equipment expenses	$6,195	$2,723	$2,958	$3,126	$1,801	$3,088	$7,423	$2,612	23
	Traffic expenses:									
24	Total traffic expenses	.....	$1,269	$2,135	$705	$58	$47	$521	$1,466	24
	Transportation expenses:									
25	Superintendence and dispatching trains	.....	$1,505	$256	$530	$210	.....	$463	$1,185	25
26	Station service	$2,744	$3,682	$3,501	$3,953	$1,739	$2,313	$2,053	$3,276	26
27	Yard enginemen	.....	.....	.....	92	.....	.....	61	.....	27
28	Other yard employees	.....	.....	.....	102	.....	.....	10	32	28
29	Fuel for yard locomotives	.....	.....	.....	79	.....	.....	.....	.....	29
30	All other yard expenses	.....	6	.....	97	.....	.....	.....	4	30
31	Total direct station and yard expenses	$2,744	$3,688	$3,501	$4,323	$1,739	$2,313	$2,124	$3,312	31
32	Road enginemen and motormen	$2,681	$2,133	$2,729	$2,826	$2,231	$2,067	$1,966	$1,988	32
33	Fuel for road locomotives	3,550	5,340	7,394	4,340	8,128	2,947	3,259	3,410	33
34	Other road locomotive supplies and expenses	551	892	984	555	756	1,023	1,196	878	34
35	Road trainmen	1,681	1,829	4,501	2,545	2,177	2,351	2,173	2,891	35
36	Train supplies and expenses	75	121	*8*	120	103	118	76	322	36
37	Injuries to persons	.....	1	*6*	555	.....	202	25	16	37
38	Loss and damage	35	93	117	238	93	73	99	72	38
39	Other casualties	30	80	371	150	211	.....	304	10	39
40	All other transportation expenses	1,861	442	76	372	337	158	1,428	313	40
41	Total direct movement expenses	$10,464	$10,930	$16,159	$11,701	$14,037	$8,938	$10,526	$9,900	41
42	Total foregoing transportation expenses	$13,208	$16,123	$19,916	$16,554	$15,986	$11,251	$13,113	$14,397	42
43	Operating joint yards and terminals, Dr.	.....	.....	$229	.....	.....	.....	$240	.....	43
44	Operating joint yards and terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Operating joint tracks and facilities, Dr.	.....	.....	.....	.....	.....	.....	.....	$51	45
46	Operating joint tracks and facilities, Cr.	.....	.....	*54*	.....	.....	.....	.....	.....	46
47	Total transportation expenses	$13,208	$16,123	$20,092	$16,554	$15,986	$11,251	$13,353	$14,448	47
	General expenses:									
48	Administration	$3,810	$95	$1,237	$2,297	$260	$2,269	$803	$2,305	48
49	Insurance	476	91	399	151	193	488	635	.....	49
50	Other general expenses	244	296	243	184	92	33	4	119	50
51	Total foregoing general expenses	$4,531	$482	$1,879	$2,633	$545	$2,790	$1,442	$2,424	51
52	Gen. admin. joint tracks, yards, and terminals, Dr.	.....	.....	.....	.....	.....	.....	.....	$8	52
53	Gen. admin. joint tracks, yards, and terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Total general expenses	$4,531	$482	$1,879	$2,633	$545	$2,790	$1,442	$2,432	54
55	Grand total operating expenses	$29,907	$27,524	$33,977	$37,936	$40,686	$24,274	$31,391	$35,414	55
56	Average number miles of road operated	5.00	10.00	22.18	27.41	21.20	10.44	14.88	18.31	56
57	Average operating expenses per mile of road	$5,981	$2,752	$1,532	$1,384	$1,919	$2,325	$2,226	$1,934	57
58	Operating ratio, per cent.	65.26	60.28	76.50	88.77	103.96	63.20	90.41	114.41	58

[1] Operating expenses of Erie & Central New York R.R. Co. are included in those of Delaware, Lackawanna & Western R.R. Co. and also reported separately.

TABLE 110: OPERATING EXPENSES, OPERATING STEAM RAILROAD

Part B: Corporations Having Revenues from Railroad Operations of Less Than

The figures given are for the " rail operations " of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest
The expenses are classified in accordance with the officially prescribed uniform system of accounts.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and
Figures in *italics* denote *credits.*

Line No.	Marcellus & Otisco Lake.	Cranberry Lake.	Schoharie Valley.	Adirondack & St. Lawrence.	Sterling Mountain.	Carthage & Copenhagen.	Kanona & Prattsburgh.	Keeseville, A. C. & L. C.	Otis.	Line No.
	56	57	58	59	60	61	62	63	64	
1	$551	$765	.....	.....	.....	$605	.....	.....	$163	1
2	2,478	3,388	$2,434	$1,878	$14,077	2,503	$6,260	$1,248	577	2
3	667	.....	86	228	.....	.....	305	716	326	3
4	199	.....	25	.....	.....	8	377	20	176	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	284	.....	23	.....	23	330	12	7	6
7	$3,895	$4,437	$2,545	$2,130	$14,077	$3,139	$7,273	$1,995	$1,249	7
8	$66	.....	.....	$30	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	$3,961	$4,437	$2,545	$2,160	$14,077	$3,139	$7,273	$1,995	$1,249	10
11	$258	$54	.....	.....	.....	.....	.....	.....	$103	11
12	735	1,589	$1,155	$262	$432	$511	$973	$226	.....	12
13	319	125	.....	301	72	26	182	208	242	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	18	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	480	.....	.....	.....	.....	.....	.....	480	182	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	20	.....	.....	.....	.....	61	91	.....	435	19
20	$1,812	$1,768	$1,155	$563	$504	$616	$1,246	$914	$964	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	$1,812	$1,768	$1,155	$563	$504	$616	$1,246	$914	$964	23
24	$1,475	.....	.....	$34	.....	.....	.....	.....	$305	24
25	$551	.....	$5,050	$765	.....	.....	.....	$405	$143	25
26	$2,271	$600	$1,304	$1,213	.....	$915	$2,696	$1,706	$1,645	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
31	$2,271	$600	$1,304	$1,213	.....	$915	$2,696	$1,706	$1,645	31
32	$1,714	$2,174	$425	$1,632	.....	$1,839	$1,080	$1,399	.....	32
33	2,341	2,079	966	3,097	$1,094	2,205	2,175	181	.....	33
34	1,185	606	380	761	90	1,048	525	2,517	$2,349	34
35	1,338	2,247	889	1,228	.....	770	958	1,580	426	35
36	3	80	64	86	4,080	9	45	102	6	36
37	75	.....	.....	75	.....	.....	.....	.....	.....	37
38	32	57	46	*9*	.....	.....	70	.....	2	38
39	67	.....	40	4	.....	.....	.....	7	.....	39
40	2,288	.....	.....	211	.....	48	1,015	342	107	40
41	$9,043	$7,244	$2,810	$7,085	$5,264	$5,919	$5,868	$6,129	$2,890	41
42	$11,866	$7,844	$9,164	$9,063	$5,264	$6,834	$8,564	$8,240	$4,678	42
43	.....	.....	.....	$90	.....	.....	.....	.....	.....	43
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	.....	$120	.....	.....	.....	.....	.....	.....	.....	45
46	$264	.....	.....	.....	.....	.....	.....	.....	.....	46
47	$12,130	$7,964	$9,164	$9,153	$5,264	$6,834	$8,564	$8,240	$4,678	47
48	$799	$753	$1,631	$1,480	.....	$660	$134	$2,293	$346	48
49	420	503	110	252	.....	13	90	215	87	49
50	567	.....	100	35	.....	3	.....	265	27	50
51	$1,787	$1,256	$1,841	$1,767	.....	$677	$224	$2,773	$460	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	$1,787	$1,256	$1,841	$1,767	.....	$677	$224	$2,773	$460	54
55	$21,166	$15,425	$14,705	$13,677	$19,846	$11,265	$17,306	$13,922	$7,657	55
56	9.05	6.00	4.38	3.61	6.39	8.75	11.44	5.64	.47	56
57	$2,339	$2,571	$3,357	$3,789	$261	$1,286	$1,513	$2,468	$16,291	57
58	75.62	59.46	57.00	71.66	105.78	60.85	96.67	79.40	51.56	58

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

$1,000,000, or Operating Road Less Than 250 Miles Long (*concluded*).

dollar only.

their ranking on the basis of railroad operating revenues, see page 23.

Line No.	Expense account.	Glenfield & Western. 65	Middleburgh & Schoharie. 66	Tunesassa & Bradford. 67	Fulton Chain. 68	Champlain & St. Lawrence. 69	Catskill & Tannersville. 70	Dexter & Northern. 72	Erie Terminals. 73	Line No.
	Maintenance of way and structures:									
1	Superintendence	.....	.....	.....	.....	$28	$497	.....	$1,852	1
2	Maintenance of roadway and track	$5,610	$2,092	$498	$948	334	2,410	$1,112	92,746	2
3	Maintenance of track structures	1,993	285	.....	889	12	1,030	.....	9,023	3
4	Buildings, docks, and wharves	17	365	.....	195	7	189	.....	734	4
5	Injuries to persons	.....	.....	.....	.....	.....	74	.....	421	5
6	Other maintenance of way and structure expenses	171	30	7	2	.....	44	.....	2,294	6
7	Total foregoing maintenance of way and structure expenses	$7,790	$2,772	$505	$2,034	$381	$4,245	$1,112	$107,070	7
8	Maintenance joint tracks, yards, and other facilities, Dr.	.....	.....	.....	.....	$35	.....	.....	.....	8
9	Maintenance joint tracks, yards, and other facilities, Cr.	.....	.....	.....	.....	.....	.....	.....	*$107,070*	9
10	Total maintenance of way and structure expenses	$7,790	$2,772	$505	$2,034	$416	$4,245	$1,112	.....	10
	Maintenance of equipment:									
11	Superintendence	.....	.....	.....	.....	$15	$59	.....	.....	11
12	Locomotives, repairs	$1,149	$41	$871	.....	135	414	$162	.....	12
13	Cars, repairs	361	18	582	.....	471	464	13	.....	13
14	Floating equipment, repairs	.....	.....	.....	.....	12	.....	.....	.....	14
15	Work equipment, repairs	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Equipment, renewals	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Equipment, depreciation	.....	.....	608	.....	.....	676	.....	.....	17
18	Injuries to persons	.....	.....	.....	.....	1	.....	.....	.....	18
19	Other maintenance of equipment expenses	.....	.....	.....	.....	6	88	.....	.....	19
20	Total foregoing maintenance of equipment expenses	$1,511	$59	$2,061	.....	$640	$1,700	$175	.....	20
21	Maintenance joint equipment at terminals, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Maintenance joint equipment at terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Total maintenance of equipment expenses	$1,511	$59	$2,061	.....	$640	$1,700	$175	.....	23
	Traffic expenses:									
24	Total traffic expenses	.....	$1,126	.....	$56	$296	$302	.....	.....	24
	Transportation expenses:									
25	Superintendence and dispatching trains	.....	$150	.....	$760	$42	$90	.....	$1,531	25
26	Station service	.....	$1,340	.....	$403	$1,489	$938	.....	.....	26
27	Yard enginemen	.....	.....	.....	.....	1,928	.....	.....	.....	27
28	Other yard employees	.....	.....	.....	.....	.....	.....	.....	.....	28
29	Fuel for yard locomotives	.....	.....	.....	.....	21	.....	.....	.....	29
30	All other yard expenses	.....	.....	.....	.....	15	.....	.....	.....	30
31	Total direct station and yard expenses	.....	$1,340	.....	$403	$3,453	$938	.....	.....	31
32	Road enginemen and motormen	$1,952	$390	$1,372	$281	$270	$659	$451	.....	32
33	Fuel for road locomotives	2,753	669	1,788	242	2,896	2,063	490	.....	33
34	Other road locomotive supplies and expenses	77	106	646	34	477	287	34	.....	34
35	Road trainmen	1,691	270	1,169	283	2,499	935	313	.....	35
36	Train supplies and expenses	39	.....	.....	.....	49	19	17	.....	36
37	Injuries to persons	.....	145	.....	.....	.....	.....	.....	.....	37
38	Loss and damage	.....	36	.....	22	11	1	.....	.....	38
39	Other casualties	.....	25	.....	115	19	.....	.....	.....	39
40	All other transportation expenses	.....	147	.....	100	10	214	.....	$4,743	40
41	Total direct movement expenses	$6,512	$1,788	$4,975	$1,076	$6,229	$4,178	$1,306	$4,743	41
42	Total foregoing transportation expenses	$6,512	$3,278	$4,975	$2,239	$9,724	$5,206	$1,306	$6,273	42
43	Operating joint yards and terminals, Dr.	.....	.....	.....	.....	$1,960	.....	.....	.....	43
44	Operating joint yards and terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Operating joint tracks and facilities, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Operating joint tracks and facilities, Cr.	.....	.....	.....	.....	.....	.....	.....	*$6,273*	46
47	Total transportation expenses	$6,512	$3,278	$4,975	$2,239	$11,684	$5,206	$1,306	.....	47
	General expenses:									
48	Administration	$2,272	$1,126	$269	$306	$168	$44	$1,050	$11	48
49	Insurance	245	183	.....	6	57	.....	.....	.....	49
50	Other general expenses	.....	198	.....	67	34	43	.....	517	50
51	Total foregoing general expenses	$2,518	$1,507	$269	$379	$259	$87	$1,050	$528	51
52	Gen. admin. joint tracks, yards, and terminals, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Gen. admin. joint tracks, yards, and terminals, Cr.	.....	.....	.....	.....	.....	.....	.....	*$528*	53
54	Total general expenses	$2,518	$1,507	$269	$379	$259	$87	$1,050	.....	54
55	Grand total operating expenses	$18,331	$8,742	$7,811	$4,708	$13,294	$11,540	$3,643	.....	55
56	Average number miles of road operated	19.45	5.33	5.00	2.21	1.21	2.26	2.00	.....	56
57	Average operating expenses per mile of road	$942	$1,640	$1,562	$2,130	$10,987	$5,106	$1,822	.....	57
58	Operating ratio, per cent	126.27	64.15	95.77	59.43	173.11	152.52	98.67	.....	58

Corporation No. 71, Port Chester Terminal Railroad Co., reports that its accounts are not kept separate from those of the owning and operating corporation, the Russell, Burdsall & Ward Bolt and Nut Co.

TABLE 111: OPERATING STATISTICS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The figures given are for the "rail operations" of the respondent as a whole; they are not segregated according to state lines. The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corporation No.	Name of corporation.	Average length of road operated.	Operating revenue per mile of road.	Operating expenses per mile of road.	Operating ratio.	Transportation revenue.		Freight revenue.				Passenger revenue per passenger-mile.	Passenger service transportation revenue.		Transportation expenses per revenue train-mile.	Direct movement expenses per revenue train-mile.	Maintenance of equipment expenses.					Corporation No.
						Per mile of road.	Per revenue train-mile.	Per mile of road.	Per train-mile.	Per ton carried.	Per ton-mile of haul.		Per mile of road.	Per train-mile.			Per revenue train-mile.	Repairs steam locomotives. Per locomotive-mile.	Repairs steam locomotives. Per ton fuel consumed.	Repairs cars. Freight per car-mile.	Repairs cars. Passenger per car-mile.	
		Miles	*Dolls.*	*Dolls.*	*Per cent*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	
1	Pennsylvania	3,970.5	40,287	27,677	68.70	40,009	2.80	29,822	3.77	.98	.0058	.0193	9,897	1.55	.95	.54	.51	.101	1.38	.0081	.0137	1
2	New York Central & Hudson River	3,587.7	26,931	19,272	71.56	26,647	1.99	15,919	2.58	1.22	.0063	.0174	11,300	1.43	.74	.48	.32	.069	1.05	.0069	[1].0146	2
3	New York, New Haven & Hartford	2,042.9	29,710	18,938	63.74	29,071	2.60	14,988	4.15	1.32	.0142	.0165	14,538	1.85	1.00	.60	.27	.075	1.26	.0063	.0122	3
4	Lake Shore & Michigan Southern	1,624.9	29,835	19,377	64.81	32,337	2.44	20,155	3.15	.88	.0051	.0183	10,120	1.60	.81	.40	.36	.069	.92	.0067	[1].0129	4
5	Erie	1,960.8	23,806	15,910	65.06	23,682	2.35	17,591	3.11	.92	.0063	.0149	5,711	1.27	.77	.49	.41	.105	1.26	.0071	.0130	5
6	Boston & Maine	2,242.8	19,332	13,972	72.27	19,030	1.96	11,348	2.68	1.12	.0109	.0169	7,485	1.35	.88	.53	.25	.061	1.15	.0065	.0133	6
7	Lehigh Valley	1,440.3	25,112	15,056	59.95	24,942	2.72	21,232	3.46	1.13	.0065	.0175	3,539	1.11	.80	.51	.42	.087	1.05	.0077	.0107	7
8	Delaware, Lackawanna & Western [6]	930.1	38,712	20,743	53.58	38,543	2.88	28,803	3.97	1.24	.0073	.0139	10,574	1.51	.78	.49	.37	.067	.82	.0059	.0138	8
9	Delaware & Hudson	819.5	24,246	14,071	58.03	23,656	2.32	19,571	2.81	.89	.0066	.0208	3,943	1.19	.82	.56	.32	.101	1.06	.0061	.0116	9
10	Northern Central	470.8	27,044	21,217	78.45	26,827	2.40	21,015	3.24	.45	.0060	.0197	5,702	1.21	1.06	.57	.46	.101	1.34	.0081	.0151	10
11	New York, Chicago & St. Louis	523.0	20,753	13,470	64.91	20,679	1.80	17,183	1.86	1.05	.0050	.0163	3,226	1.43	.69	.41	.19	.049	.68	.0036	.0081	11
12	Long Island	390.0	24,090	17,234	71.54	23,452	1.77	7,947	5.59	.82	.0333	.0136	15,406	1.30	.77	.52	.23	.070	1.28	.0073	.0138	12
13	Buffalo, Rochester & Pittsburgh	566.8	15,764	10,415	66.07	15,498	2.43	13,591	3.07	.74	.0048	.0206	2,235	.93	.71	.43	.51	.075	.92	.0094	.0097	13
14	New York, Ontario & Western	545.9	15,716	10,776	68.56	15,657	1.97	12,182	2.14	1.17	.0079	.0187	3,382	1.05	.74	.53	.29	.083	1.04	.0080	.0169	14
15	Rutland	468.1	6,855	4,781	69.75	6,733	1.51	4,298	1.98	.86	.0072	.0223	2,815	1.02	.56	.40	.22	.063	1.07	.0071	.0080	15
16	Central New England	282.5	10,700	6,135	57.34	10,658	2.15	8,923	3.05	.56	.0122	.0231	1,694	.72	.63	.46	.18	.088	1.18	.0033	.0079	16
17	New York, Susquehanna & Western	152.0	17,742	10,619	59.85	17,620	2.03	11,502	2.80	.38	.0104	.0105	5,957	1.28	.76	.53	.20	.062	.74	.0683	.0955	17
18	Buffalo & Susquehanna	360.9	6,131	5,755	93.87	6,059	1.70	5,295	2.08	.76	.0063	.0292	726	.55	.68	.49	.51	.140	1.29	.0096	.0129	18
19	Lehigh & Hudson River	96.6	14,907	9,207	61.76	14,856	2.35	14,271	2.54	.38	.0056	.0239	644	.49	.81	.54	.23	.058	.71	.0019	.0420	19
20	Pittsburg, Shawmut & Northern	240.4	4,867	3,831	78.70	4,853	1.58	4,332	2.66	.56	.0058	.0253	502	.32	.54	.43	.43	.077	.98	.0182	.0149	20
21	Ulster & Delaware	128.9	8,838	6,050	68.46	8,787	1.72	5,709	2.47	.91	.0118	.0252	3,051	1.07	.68	.48	.21	.069	1.12	.0032	.0147	21
22	Syracuse, Binghamton & New York	80.9	12,643	6,317	49.97	12,502	2.32	6,561	3.42	.54	.0082	.0223	5,822	1.54	.74	.46	.16	.035	.53	.0040	.0015	22
23	South Buffalo	35.2	26,153	16,050	61.36	22,907	.....	13,066	.....	.....	.....	.0088	1,546	.75	.....	.....	.....	.....	.....	.....	.0054	23
24	Lehigh & New England	169.8	5,266	3,309	62.84	5,245	3.24	5,132	3.62	.42	.0133	.0217	226	.24	.87	.52	.36	.052	.72	.0055	.0085	24
25	New Jersey & New York	47.8	14,502	9,252	63.79	14,453	1.78	3,343	3.76	.55	.0402	.0094	11,083	1.53	.75	.55	.12	.064	.84	.0070	.0088	25
26	St. Lawrence & Adirondack	65.3	9,577	5,616	58.64	9,570	1.89	6,307	3.31	.61	.0131	.0167	3,261	1.04	.67	.48	.12	.037	.....	.0070	.0009	26
27	Buffalo Creek	6.7	52,331	25,520	48.76	51,181	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.069	1.20	.....	.....	27
28	Fonda, Johnstown & Gloversville	31.6	10,804	4,818	44.60	10,751	3.11	7,823	5.16	.95	.0943	.0177	2,868	1.18	.77	.37	.17	.055	1.14	.0016	.0121	28
29	Dunkirk, Allegheny Valley & Pittsburgh	90.5	3,440	3,051	88.72	3,414	1.22	2,204	1.61	.63	.0148	.0205	1,144	.81	.56	.39	.13	.052	.99	.0055	.0052	29
30	Lake Champlain & Moriah	7.0	37,689	22,569	59.88	35,884	7.29	32,438	6.63	.23	.0334	.0337	119	.10	2.51	1.30	1.22	.417	1.64	.0246	.0222	30
31	New York & Ottawa	69.6	2,470	2,505	101.40	2,460	1.11	1,739	1.86	.44	.0205	.0231	717	.56	.43	.34	.24	.077	2.14	.0060	.0185	31
32	Terminal Railway of Buffalo [2]	11.0	14,550	4,165	28.63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Greenwich & Johnsonville	31.6	3,923	1,982	50.53	3,895	1.77	3,264	3.85	.59	.0399	.0267	631	.46	.51	.40	.04	.017	.35	.0020	.0076	33
34	Genesee & Wyoming	16.2	7,047	2,638	37.43	7,046	4.96	6,970	4.90	.39	.0394	.0357	105	.17	.82	.40	.28	.107	1.41	.0029	.0375	34
36	New York & Pennsylvania	56.1	1,729	1,427	82.56	1,689	.....	1,135	1.84	.60	.0223	.0224	555	.29	.33	.27	.06	.036	.74	.0040	.0079	36
37	Delaware & Eastern, Corporation [3]	30.2	2,072	2,714	131.00	2,044	1.20	1,359	2.57	.89	.0422	.0293	681	.57	.66	.26	.19	.080	1.76	.0255	.0044	37
37½	Delaware & Eastern, Receivers [4]	15.7	2,042	2,028	99.00	2,027	1.41	1,496	2.97	.88	.0445	.0293	439	.57	.59	.42	.18	.077	1.72	.0191	.0056	37½
38	Norwood & St. Lawrence	19.5	4,657	2,117	45.46	4,386	1.31	3,700	2.88	.28	.0500	.0276	604	.30	.36	.29	.13	.052	2.05	.....	.....	38
40	Little Falls & Dolgeville	14.0	5,646	3,511	65.99	5,636	1.78	3,874	1.24	.83	.0759	.0285	1,996	.84	.67	.44	.15	.070	1.29	.0014	.0150	40
41	Catskill Mountain	11.8	6,311	4,285	67.90	6,302	1.54	2,382	1.14	.....	.....	.0516	4,296	1.17	.47	.36	.19	.072	2.39	.0070	.0189	41
42	New York, Auburn & Lansing	40.9	1,710	1,370	80.12	1,706	.46	507	.56	.....	.....	.....	1,327	.42	.23	.19	.04	.034	.72	.....	.....	42
43	Cooperstown & Charlotte Valley	24.0	2,834	1,797	62.37	2,824	1.11	1,628	2.68	.62	.0471	.0209	1,196	.62	.46	.35	.02	.029	.28	.....	.....	43
44	Niagara Junction	4.9	12,872	5,335	41.45	12,638	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Unadilla Valley	19.1	2,950	2,028	68.73	2,921	1.28	2,157	1.45	.91	.0747	.0312	763	.49	.35	.24	.15	.061	2.15	.....	.0004	45
46	Silver Lake	6.9	7,081	21,068	297.52	7,052	1.69	4,032	4.24	.30	.0437	.0477	3,020	.86	.54	.32	4.05	.021	.55	.0139	.0043	46
47	Owasco River	2.2	21,324	19,693	91.91	20,483	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Skaneateles	5.0	9,165	5,981	65.26	8,984	1.67	7,580	1.41	.46	.1388	.0409	1,379	.50	.49	.38	.23	.170	4.13	.....	.....	48
49	Bath & Hammondsport	10.0	4,565	2,752	60.28	4,530	1.28	2,694	3.03	.91	.0933	.0217	1,834	.61	.45	.31	.08	.064	1.07	.0001	.0003	49
50	United States & Canada	22.2	2,002	1,531	76.50	1,993	1.01	1,625	1.20	.15	.0068	.0240	368	.59	.78	.37	.07	.022	.03	.0041	.0137	50
51	Buffalo, Attica & Arcade	27.4	1,559	1,384	88.77	1,529	1.25	996	1.75	.60	.0548	.0274	506	.41	.49	.35	.09	.031	.53	[8] *.0020*	.0039	51
52	Raquette Lake	21.2	1,845	1,919	103.96	1,797	2.40	698	1.24	.62	.1151	.0610	1,005	1.85	1.01	.89	.09	.085	.85	.....	.0021	52
53	Lowville & Beaver River	10.4	3,679	2,325	63.20	3,610	1.79	2,047	3.30	.61	.0712	.0370	1,563	.78	.54	.48	.14	.062	1.46	.0004	.0059	53
54	Dansville & Mount Morris	14.9	2,462	2,226	90.41	2,420	1.20	1,448	2.18	.47	.0328	.0279	972	.52	.45	.35	.29	.059	2.02	.0010	.0096	54
55	Erie & Central New York [5]	18.3	1,661	1,934	116.41	1,640	1.23	900	1.41	.55	.0385	.0249	740	.55	.59	.41	.10	.017	.....	.0050	.0096	55
56	Marcellus & Otisco Lake	9.1	3,093	2,339	75.62	2,980	1.51	2,274	.....	.44	.1075	.0419	680	.....	.68	.51	.10	.....	.88	.....	.....	56
57	Cranberry Lake	6.0	4,323	2,571	59.46	4,323	2.18	3,174	.....	.46	.0763	.0440	1,150	.....	.67	.61	.15	.133	2.22	.....	.0105	57
58	Schoharie Valley	4.4	5,865	3,357	57.00	5,736	2.29	3,361	5.38	.50	.1141	.0500	2,375	1.26	.83	.25	.15	.150	3.77	.....	.....	58
59	Adirondack & St. Lawrence	3.6	5,287	3,789	71.66	5,085	.....	3,926	.....	.32	.....	.....	1,105	.....	.....	.....	.....	.....	.....	.....	.....	59
60	Sterling Mountain	6.4	244	261	105.78	244	.....	244	.....	.30	.....	.....	29	.....	.....	.....	.....	.....	.....	.....	.....	60
61	Carthage & Copenhagen	8.8	2,115	1,286	60.85	2,061	1.10	1,286	.68	1.06	.1200	.0432	665	.36	.42	.36	.04	.....	.....	.....	.0015	61
62	Kanona & Prattsburgh	11.4	1,565	1,513	96.67	1,539	.81	886	.47	.67	.0582	.0410	599	.32	.40	.27	.06	.045	1.18	.....	.0084	62
63	Keeseville, Ausable Chasm & L. C.	5.6	3,108	2,468	79.40	3,092	.45	1,106	.....	.....	.....	.0392	1,986	.....	.....	.....	.....	.....	.....	.....	.....	63
64	Otis	.5	31,598	16,291	51.56	31,239	2.80	6,477	7.18	.....	.....	.2780	24,761	2.22	.89	.55	.18	.....	.....	.0339	.0217	64
65	Glenfield & Western	19.5	746	942	126.27	746	1.42	680	1.29	.57	.0335	.0335	66	.13	.64	.64	.15	.111	1.21	.0103	.....	65
66	Middleburgh & Schoharie	5.3	2,556	1,640	64.15	2,389	.95	1,038	1.66	.50	.....	.....	1,351	.72	.24	.....	.....	.....	.....	.....	.....	66
67	Tunesassa & Bradford	5.0	1,631	1,562	95.77	1,631	1.55	1,335	1.26	.13	.0287	.....	.....	.....	.94	.....	.39	.166	1.01	.1106	.....	67
68	Fulton Chain	2.2	3,585	2,130	59.43	3,555	.....	1,170	3.37	.21	.....	.0931	2,386	.....	.65	.31	.....	.....	.....	.....	.....	68
69	Champlain & St. Lawrence	1.2	6,348	10,987	173.11	6,206	1.32	3,895	2.20	.01	.0093	.0225	2,061	.71	1.71	1.10	.11	.022	.13	.0101	.0134	69
70	Catskill & Tannersville	2.3	3,347	5,106	152.52	3,337	.....	711	.62	.....	.....	.0309	2,627	.58	.48	.39	.15	.037	1.10	.0198	.0284	70
72	Dexter & Northern	2.0	1,846	1,822	98.67	1,846	.....	1,837	.....	.01	.0071	.0463	9	.02	.....	.....	.....	.038	1.06	.....	.....	72

Corp'n No.	Name of corporation.	Maintenance of way and structure expenses.		Track labor and material.		Revenue train-miles per mile of road.	Revenue locomotive-miles per mile of road.	Revenue car-miles per mile of road.	Freight service.								Passenger service.				Average travel per passenger.	Corp'n No.
		Per mile of road.	Per mile of track.	Per mile of road.	Per mile of track.				Train-miles per mile of road.	Freight car-miles per train-mile.		Ton-miles.				Average haul per ton.	Train-miles per mile of road.	Passenger-miles.				
										Loaded.	Empty.	Per mile of road.	Per train-mile.	Per loaded car-mile.	Per car-mile.			Per mile of road.	Per train-mile.	Per car-mile.		
		Dolls	*Dolls*	*Dolls.*	*Dolls*							[7]				*Miles.*					*Miles.*	
1	Pennsylvania	5,227	2,111	3,090	1,248	14,265	22,691	335,633	7,914	24.1	12.7	5,139	649	26.9	17.2	168.4	6,366	409,919	64	16.3	24.1	1
2	New York Central & Hudson River	4,027	1,613	2,297	920	13,392	18,973	271,222	6,152	24.9	11.2	2,518	413	16.6	11.1	195.2	7,889	517,686	66	15.9	36.4	2
3	New York, New Haven & Hartford	3,582	1,637	1,921	878	11,145	13,927	138,756	3,607	20.0	8.0	1,057	293	14.7	10.1	93.4	7,849	755,293	96	26.5	18.2	3
4	Lake Shore & Michigan Southern	3,963	1,717	2,783	1,206	12,122	18,376	313,292	6,390	29.5	12.5	3,911	612	20.7	14.2	171.2	6,339	393,994	62	15.7	63.0	4
5	Erie	2,512	1,109	1,556	690	10,090	14,581	220,952	5,651	24.5	8.9	2,808	500	20.3	14.5	146.0	4,482	297,072	66	18.6	23.5	5
6	Boston & Maine	2,350	1,278	1,560	848	9,719	13,680	125,425	4,231	17.1	5.4	1,046	247	14.4	10.5	102.8	5,520	385,621	69	21.1	18.3	6
7	Lehigh Valley	2,492	1,079	1,471	637	9,178	14,580	231,076	6,138	23.7	10.3	3,289	536	22.7	15.4	174.3	3,188	171,912	54	14.6	47.9	7
8	Delaware, Lackawanna & Western [5]	3,940	1,450	2,299	846	13,397	20,300	307,536	7,249	24.4	11.5	3,952	545	22.4	14.8	170.1	6,995	609,328	87	23.0	19.0	8
9	Delaware & Hudson	1,722	790	1,033	478	10,210	15,454	198,217	6,969	26.3	7.6	2,980	428	24.1	16.3	135.9	3,426	174,511	51	15.6	19.1	9
10	Northern Central	3,325	1,571	2,291	1,082	11,162	15,950	237,413	6,484	22.8	9.3	3,493	539	23.7	16.3	75.1	4,730	229,994	49	14.0	21.2	10
11	New York, Chicago & St. Louis	1,830	1,083	1,428	845	11,490	15,000	290,037	9,234	20.7	7.8	3,404	369	17.9	12.5	208.8	2,254	175,433	78	13.8	115.8	11
12	Long Island	2,649	1,370	1,274	659	13,255	12,189	79,820	1,422	12.7	6.3	238	168	13.1	8.5	24.6	11,830	1,106,569	93	21.6	14.7	12
13	Buffalo, Rochester & Pittsburgh	2,647	1,413	1,696	905	6,364	11,065	150,931	4,433	19.8	12.2	2,827	638	32.1	19.3	154.7	2,405	96,067	40	14.1	30.1	13
14	New York, Ontario & Western	2,099	1,229	1,014	594	7,931	10,278	127,361	5,683	12.7	7.0	1,535	270	21.2	13.4	147.5	3,221	156,383	49	16.7	39.7	14
15	Rutland	1,114	887	727	579	4,447	5,729	56,929	2,171	16.6	5.3	598	275	16.6	12.1	119.7	2,768	102,634	37	12.5	28.7	15
16	Central New England	1,831	1,327	1,262	915	4,975	5,743	66,066	2,878	12.9	7.0	734	255	19.7	12.3	46.2	2,347	515,332	22	7.9	15.1	16
17	New York, Susquehanna & Western	2,237	1,246	1,185	660	8,660	11,280	83,742	4,104	8.6	5.4	1,105	269	31.3	18.1	36.4	4,674	403,131	86	25.2	15.7	17
18	Buffalo & Susquehanna	1,179	927	819	644	3,562	4,787	48,528	2,550	9.5	7.6	851	332	34.9	18.5	121.4	1,334	26,668	20	11.0	20.0	18
19	Lehigh & Hudson River	2,112	1,309	1,520	942	6,320	8,721	171,159	5,626	19.1	10.8	2,532	450	23.6	15.1	67.4	1,305	21,036	16	6.2	12.1	19
20	Pittsburg, Shawmut & Northern	720	720	454	454	3,067	4,284	45,046	1,626	13.8	10.9	743	457	33.2	17.7	95.8	1,561	17,553	11	5.9	12.6	20
21	Ulster & Delaware	1,057	855	734	594	5,114	6,916	42,114	2,312	7.7	5.8	485	209	27.3	15.5	76.9	2,841	108,320	38	14.2	22.0	21
22	Syracuse, Binghamton & New York	622	308	1,037	514	5,398	7,711	68,951	1,917	20.4	3.9	803	419	20.5	16.5	66.0	3,783	201,741	53	19.9	33.8	22
23	South Buffalo	2,363	1,209	1,701	868	.....	.....	1,514	.....	.....	.....	.....	.....	.....	.....	.....	2,056	175,431	85	18.4	5.6	23
24	Lehigh & New England	1,213	909	632	474	1,618	3,107	24,145	1,419	9.6	6.2	385	272	28.2	16.4	31.7	948	7,567	8	5.7	9.8	24
25	New Jersey & New York	2,310	1,549	830	557	8,134	8,310	4,291	890	6.9	3.3	83	93	13.5	8.4	13.8	7,243	1,120,135	155	35.5	15.9	25
26	St. Lawrence & Adirondack	1,580	1,311	835	692	5,057	5,648	4,975	1,907	11.5	5.7	480	252	22.0	13.9	46.7	3,147	181,559	58	15.4	25.9	26
27	Buffalo Creek	4,914	1,009	3,953	811	.....	38,256	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Fonda, Johnstown & Gloversville	843	670	536	426	3,455	4,805	16,269	1,515	3.8	1.8	83	55	14.6	8.9	10.1	2,432	122,841	51	17.9	15.2	28
29	Dunkirk, Allegheny Valley & Pittsburgh	936	798	571	487	2,788	3,516	26,535	1,367	8.5	3.3	149	109	12.8	6.8	42.9	1,420	42,112	30	13.5	19.5	29
30	Lake Champlain & Moriah	2,842	826	991	288	4,920	4,920	68,359	4,892	6.9	6.9	971	198	29.0	14.5	7.0	1,232	3,543	3	2.9	7.0	30
31	New York & Ottawa	802	726	604	547	2,207	2,411	12,625	935	6.1	2.7	85	91	14.8	9.2	21.6	1,271	24,451	19	8.5	17.8	31
32	Terminal Railway of Buffalo [2]	3,675	909	3,281	811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Greenwich & Johnsonville	669	669	619	619	2,205	2,664	8,512	848	5.4	1.9	82	96	17.8	13.2	14.7	1,357	20,525	15	8.9	10.0	33
34	Genesee & Wyoming	462	414	302	271	1,421	1,421	10,301	1,421	3.5	3.5	177	124	35.3	17.8	10.0	584	2,684	5	4.6	7.9	34
36	New York & Pennsylvania	563	563	502	502	1,917	1,997	8,245	618	5.8	2.4	51	82	14.2	8.9	26.8	1,917	20,660	11	8.1	16.0	36
37	Delaware & Eastern, Corporation [3]	894	806	702	633	1,703	1,829	8,041	507	4.9	2.4	33	63	12.6	8.5	21.0	1,175	19,760	17	4.8	9.9	37
37½	Delaware & Eastern, Receivers [4]	665	600	597	539	1,442	1,556	7,614	504	5.3	2.2	34	67	12.5	8.9	19.8	938	14,967	16	3.9	9.9	37½
38	Norwood & St. Lawrence	236	223	214	202	3,329	3,329	.....	1,283	.....	.....	70	55	.....	.....	5.3	2,047	19,259	9	9.4	8.7	38
40	Little Falls & Dolgeville	970	876	502	453	3,173	4,209	9,488	3,123	1.2	.5	51	16	13.8	9.6	10.9	2,377	62,328	26	26.2	8.6	40
41	Catskill Mountain	1,245	1,103	839	744	4,089	4,089	16,266	2,086	1.8	1.7	.....	.....	.....	.....	.....	3,679	82,092	22	8.3	13.2	41
42	New York, Auburn & Lansing	154	154	101	101	3,729	2,233	.....	902	.....	.....	.....	.....	.....	.....	.....	3,177	.....	.....	.....	.....	42
43	Cooperstown & Charlotte Valley	445	445	318	318	2,539	2,036	10,035	6,074	7.7	3.3	35	57	7.4	5.2	13.3	1,927	47,772	25	14.4	8.0	43
44	Niagara Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
45	Unadilla Valley	615	559	500	457	2,277	2,277	7,832	1,489	2.7	.7	29	19	7.0	5.8	12.0	1,567	18,680	12	6.6	10.1	45
46	Silver Lake	991	881	791	704	4,164	6,170	16,495	952	6.0	3.1	92	97	13.8	9.6	6.9	3,529	55,491	12	8.1	4.0	46
47	Owasco River	3,727	.....	2,833	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	Skaneateles	1,195	956	.....	.....	5,380	5,380	8,344	5,354	.7	.3	55	10	14.6	9.8	3.3	2,740	19,608	7	7.2	2.9	48
49	Bath & Hammondsport	693	693	324	324	3,551	3,856	9,897	889	3.1	1.2	29	32	10.6	7.1	9.7	2,994	5,843	2	1.0	7.7	49
50	United States & Canada	311	288	263	243	1,973	2,018	2,140	1,349	8.6	5.2	239	177	20.5	12.8	21.8	624	9,230	15	6.4	13.0	50
51	Buffalo, Attica & Arcade	544	499	414	379	1,224	1,229	4,407	569	3.2	1.2	18	32	10.0	7.2	10.9	1,224	10,380	8	5.5	11.8	51
52	Raquette Lake	1,230	1,039	811	685	750	827	2,883	563	1.6	1.0	6	11	6.8	4.0	5.4	543	14,528	27	13.0	14.8	52
53	Lowville & Beaver River	680	613	538	485	2,011	2,011	7,488	620	2.9	.8	28	.....	16.1	12.7	8.5	2,011	29,282	.....	7.0	7.9	53
54	Dansville & Mt. Morris	581	581	436	436	2,015	2,583	8,526	664	5.1	2.0	44	67	13.1	9.4	14.3	1,854	30,837	17	8.0	11.7	54
55	Erie & Central New York [5]	789	735	378	352	1,334	1,414	5,800	639	3.3	1.3	23	37	11.3	8.1	14.3	1,335	20,962	15	14.9	14.2	55
56	Marcellus & Otisco Lake	438	352	274	220	1,971	.....	.....	1,971	.....	.....	21	.....	.....	.....	4.1	1,971	12,340	.....	.....	5.6	56
57	Cranberry Lake	710	740	565	565	1,985	1,985	.....	1,985	.....	.....	42	.....	.....	.....	6.0	1,985	19,687	.....	.....	6.0	57
58	Schoharie Valley	581	491	556	470	2,495	2,495	.....	624	.....	.....	29	46	.....	.....	4.4	1,875	34,679	19	18.5	4.4	58
59	Adirondack & St. Lawrence	598	.....	520	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59
60	Sterling Mountain	.....	.....	1,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
61	Carthage & Copenhagen	358	.....	286	.....	.....	.....	.....	1,872	.....	.....	.....	.....	.....	.....	8.7	1,872	15,241	8	8.1	8.4	61
62	Kanona & Prattsburgh	636	636	547	547	1,878	1,878	4,249	1,878	.7	.6	15	8	11.7	6.4	11.4	1,878	11,078	6	5.9	9.5	62
63	Keeseville, Ausable Chasm & Lake C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	.....	.....	5.1	.....	46,232	.....	.....	5.6	63
64	Otis	2,658	2,603	917	898	11,155	.....	23,312	900	.5	.5	.....	.....	.....	.....	1.1	11,155	89,036	8	4.0	1.1	64
65	Glenfield & Western	400	373	288	269	527	527	2,287	527	1.7	1.7	20	38	22.5	11.2	17.0	482	1,400	3	2.9	13.7	65
66	Middleburgh & Schoharie	520	438	393	331	2,512	2,512	1,885	628	.....	.....	.....	.....	.....	.....	5.3	1,884	.....	.....	.....	.....	66
67	Tunesassa & Bradford	101	84	.....	.....	1,052	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.4	.....	.....	.....	.....	.....	67
68	Fulton Chain	920	858	342	319	1,558	1,564	4,607	347	2.3	1.7	13	36	15.8	9.1	2.2	1,433	21,012	15	9.4	2.2	68
69	Champlain & St. Lawrence	344	126	276	101	4,678	5,031	41,695	1,767	9.2	5.3	419	237	27.2	16.3	1.2	2,911	72,718	25	6.0	1.2	69
70	Catskill & Tannersville	1,878	1,761	744	698	4,800	4,800	7,640	1,140	.7	.5	.....	.....	.....	.....	.....	4,560	84,784	19	13.5	4.3	70
72	Dexter & Northern	.....	.....	556	556	.....	2,109	444	.....	.....	.....	26	.....	.....	.....	2.0	444	170	.....	4.0	2.0	72

The following named corporations report no operating statistics: 35. Jamestown, Chautauqua and Lake Erie; 39. The Connecting Terminal; 71. Port Chester Terminal; 73. Erie Terminal.

[1] Excludes Pullman cars. [2] All statistics of traffic operations are included with those of The New York Central & Hudson River R.R. Co. [3] Figures shown cover period from July 1, 1909, to Feb. 28, 1910. [4] Figures shown cover period from March 1 to June 30, 1910. [5] The statistics of the Erie & Central New York R.R. Co. are included in those reported for Delaware, Lackawanna & Western R.R. Co. and also reported separately. [7] Three figures omitted. [8] Credit balance in repairs account.

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The statements relate to the entire revenue freight operations of the corporation: 2000 lbs. = 1 ton.
The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
1. Pennsylvania:						**3. New York, New Haven and Hartford:**				
Grain	.....	176,814	1,205,783	1,382,597	1.14	3,510	66,182	485,740	551,922	2.43
Flour	.....	116,693	547,132	663,825	.55	5,069	12,779	243,380	256,159	1.13
Other mill products	.....	76,100	461,106	537,206	.44	3,242	63,536	275,035	338,571	1.49
Hay	.....	103,012	262,205	365,217	.30	1,081	25,402	306,344	331,746	1.46
Tobacco	.....	29,776	42,746	72,522	.06	879	10,909	4,590	15,499	.07
Cotton	.....	1,548	71,755	73,303	.06	523	77,407	105,029	182,436	.80
Fruit and vegetables	.....	330,039	1,182,978	1,513,017	1.25	20,940	109,233	269,185	378,418	1.66
Other products of agriculture	.....	126,250	222,247	348,497	.29	3,004	26,459	19,713	46,172	.20
Total products of agriculture	.....	960,232	3,995,952	4,956,184	4.09	38,248	391,907	1,709,016	2,100,923	9.24
Live stock	.....	99,676	465,756	565,432	.47	681	12,582	41,370	53,952	.24
Dressed meats	.....	26,588	215,590	242,178	.20	690	5,937	159,556	165,493	.73
Other packing house products	.....	27,898	157,945	185,843	.15	846	7,010	17,250	24,260	.11
Poultry, game, and fish	.....	18,776	78,472	97,248	.08	987	38,480	1,812	40,292	.18
Wool	.....	6,690	22,967	29,657	.02	288	45,501	45,386	90,887	.39
Hides and leather	.....	90,169	162,904	253,073	.21	1,789	62,930	65,455	128,385	.56
Other products of animals	.....	55,701	153,025	208,726	.17	25,704	93,155	22,643	115,798	.51
Total products of animals	.....	325,498	1,256,659	1,582,157	1.30	30,985	265,595	353,472	619,067	2.72
Anthracite coal	.....	2,383,904	8,284,948	10,668,852	8.81	46	304,343	1,938,621	2,222,152	9.77
Bituminous coal	.....	37,871,733	2,936,590	40,808,323	33.68	2,165	1,721,857	1,325,159	3,067,828	13.49
Coke	.....	12,298,196	2,865,020	15,163,216	12.52	384	44,146	89,189	133,335	.59
Ores	.....	321,301	4,588,584	4,909,885	4.05	22,584	33,590	27,987	61,577	.27
Stone, sand, and other like articles	.....	7,294,200	1,580,497	8,874,697	7.33	63,593	753,327	150,582	903,909	3.97
Other products of mines	.....	921,659	391,294	1,312,953	1.08	9,177	20,577	32,444	53,021	.24
Total products of mines	.....	61,090,993	20,646,933	81,737,926	67.47	97,949	2,877,840	3,563,982	6,441,822	28.33
Lumber	.....	1,342,472	3,271,072	4,613,544	3.81	16,431	261,376	876,974	1,138,350	5.01
Other products of forests	.....	596,936	423,619	1,020,555	.84	9,749	99,650	50,993	150,643	.66
Total products of forests	.....	1,939,408	3,694,691	5,634,099	4.65	26,180	361,026	927,967	1,288,993	5.67
Petroleum and other oils	.....	562,046	513,993	1,076,039	.89	3,056	228,836	54,279	283,115	1.25
Sugar	.....	221,717	118,586	340,303	.28	11,246	27,774	7,438	35,212	.15
Naval stores	.....	47,752	24,266	72,018	.06	.....	4,511	413	4,924	.02
Iron, pig and bloom	.....	2,060,575	1,155,305	3,215,880	2.65	811	66,402	249,590	315,992	1.39
Iron and steel rails	.....	542,863	93,291	636,154	.53	691	19,669	72,841	92,510	.41
Other castings and machinery	.....	1,448,313	835,791	2,284,104	1.89	10,150	213,905	111,689	325,594	1.43
Bar and sheet metal	.....	3,364,012	1,318,040	4,682,052	3.86	18,650	306,815	397,281	704,096	3.09
Cement, brick, and lime	.....	1,939,781	1,523,902	3,463,683	2.86	14,690	577,310	503,622	1,080,932	4.76
Agricultural implements	.....	12,795	48,145	60,940	.05	.....	598	11,139	11,737	.05
Wagons, carriages, tools, etc.	.....	71,181	176,426	247,607	.20	842	11,385	6,049	17,434	.08
Wines, liquors, and beers	.....	212,191	67,066	279,257	.23	17,745	75,891	67,940	143,831	.63
Household goods and furniture	.....	51,875	59,490	111,365	.09	4,423	37,585	20,209	57,794	.26
Other manufactures	.....	2,848,706	3,378,931	6,227,637	5.14	55,984	1,003,686	664,044	1,667,730	7.33
Total manufactures	.....	13,383,807	9,313,232	22,697,039	18.73	138,288	2,574,367	2,166,534	4,740,901	20.85
Merchandise	.....	386,652	443,847	830,499	.69	217,959	2,957,655	968,071	3,925,726	17.26
Mis. commodities not spec. above	.....	2,106,416	1,608,551	3,714,967	3.07	201,197	2,727,413	894,136	3,621,549	15.93
Grand total all commodities	.....	80,193,006	40,959,865	121,152,871	100.00	750,806	12,155,803	10,583,178	22,738,981	100.00
2. New York Central and Hudson River:						**4. Lake Shore and Michigan Southern:**				
Grain	223,189	229,685	1,720,267	1,949,952	4.18	4,672	646,225	976,713	1,622,938	4.41
Flour	206,361	214,653	720,951	935,604	2.01	4,162	143,873	305,150	449,023	1.22
Other mill products	184,663	197,171	673,312	870,483	1.87	1,904	98,745	271,990	370,735	1.01
Hay	169,258	183,413	302,844	486,257	1.04	647	138,349	178,315	316,664	.86
Tobacco	3,340	4,310	13,395	17,705	.04	145	3,615	23,196	26,811	.07
Cotton	30,625	40,167	72,018	112,185	.24	47	1,089	39,008	40,097	.11
Fruit and vegetables	502,793	566,159	367,312	933,471	2.00	18,345	121,122	209,175	330,297	.90
Other products of agriculture	28,148	61,360	125,667	187,027	.40	3,371	56,141	71,866	128,007	.35
Total products of agriculture	1,348,377	1,496,918	3,995,766	5,492,684	11.78	33,293	1,209,159	2,075,413	3,284,572	8.93
Live stock	91,364	107,956	482,768	590,724	1.27	1,482	187,866	302,598	490,464	1.33
Dressed meats	9,361	14,542	231,472	246,014	.53	1,037	55,794	125,979	181,773	.50
Other packing house products	15,117	49,826	213,077	262,903	.56	804	35,740	93,720	129,460	.35
Poultry, game, and fish	6,929	11,855	66,763	78,618	.17	1,402	18,744	39,285	58,029	.16
Wool	15,077	38,704	41,059	79,763	.17	21	2,675	10,406	13,081	.04
Hides and leather	26,017	54,653	97,727	152,380	.33	1,009	12,990	44,313	57,303	.16
Other products of animals	391,381	438,509	214,818	653,327	1.40	6,310	127,612	92,173	219,785	.59
Total products of animals	555,246	716,045	1,347,684	2,063,729	4.43	12,065	441,421	708,474	1,149,895	3.13
Anthracite coal	100	254	5,406,757	5,407,011	11.59	17,732	273,803	952,269	1,226,072	3.33
Bituminous coal	92	5,765,220	6,390,198	12,155,418	26.06	.....	415,083	8,476,108	8,891,191	24.19
Coke	4,092	76,620	829,279	905,899	1.94	1,004	12,116	1,969,999	1,982,115	5.39
Ores	183,290	201,636	547,287	748,923	1.61	240	603,291	5,821,314	6,424,605	17.48
Stone, sand, and other like articles	1,465,866	1,877,983	610,429	2,488,412	5.33	23,916	760,732	2,505,051	3,265,783	8.88
Other products of mines	147,115	170,520	104,948	275,468	.59	1,170	16,409	140,617	157,026	.43
Total products of mines	1,800,555	8,092,233	13,888,898	21,981,131	47.12	44,062	2,081,434	19,865,358	21,946,792	59.70
Lumber	433,827	514,251	1,181,322	1,695,573	3.64	3,463	165,961	708,919	874,880	2.38
Other products of forests	557,130	645,516	591,286	1,236,802	2.65	2,130	44,566	90,803	135,369	.37
Total products of forests	990,957	1,159,767	1,772,608	2,932,375	6.29	5,593	210,527	799,722	1,010,249	2.75
Petroleum and other oils	65,787	207,862	284,524	492,386	1.06	6,815	372,392	238,674	611,066	1.66
Sugar	128,629	288,972	52,550	341,522	.73	218	16,737	74,349	91,086	.25
Naval stores	23,135	64,657	47,812	112,469	.24	17	906	4,840	5,746	.02
Iron, pig and bloom	259,575	278,027	320,764	598,791	1.28	40,408	393,541	336,764	730,305	1.99
Iron and steel rails	19,009	21,912	87,278	109,190	.23	4,781	37,433	27,247	64,680	.18
Other castings and machinery	446,613	545,103	665,568	1,210,671	2.60	23,456	244,421	412,274	656,695	1.79
Bar and sheet metal	186,749	239,117	852,727	1,091,844	2.34	54,800	490,183	1,074,212	1,564,395	4.25
Cement, brick, and lime	541,711	908,188	1,002,817	1,911,005	4.10	11,807	578,775	627,309	1,206,084	3.28
Agricultural implements	69,914	71,599	72,464	144,063	.31	284	39,725	59,185	98,910	.27
Wagons, carriages, tools, etc.	35,447	56,174	99,534	155,708	.33	2,407	104,030	52,691	156,721	.43
Wines, liquors, and beers	221,575	250,764	102,515	353,279	.76	2,509	54,230	86,489	140,719	.38
Household goods and furniture	81,441	98,930	60,169	159,099	.34	1,888	33,610	45,131	78,741	.21
Other manufactures	2,727,439	3,730,641	2,789,391	6,520,032	13.98	76,071	1,354,811	2,187,027	3,541,838	9.63
Total manufactures	4,807,024	6,761,946	6,438,113	13,200,059	28.30	225,461	3,720,794	5,226,192	8,946,986	24.34
Merchandise	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mis. commodities not spec. above	457,687	635,097	337,464	972,561	2.08	15,434	215,318	208,005	423,323	1.15
Grand total all commodities	9,959,846	18,862,006	27,780,533	46,642,539	100.00	335,908	7,878,653	28,883,164	36,761,817	100.00

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
	5. Erie:					**7. Lehigh Valley:**				
Grain	.....	272,117	857,161	1,129,278	3.00	.....	60,164	925,561	985,725	3.63
Flour	.....	100,565	214,414	314,979	.84	.....	74,942	512,448	587,390	2.16
Other mill products	.....	159,895	243,525	403,420	1.07	.....	26,339	267,046	293,385	1.08
Hay	.....	116,651	162,887	279,538	.74	.....	87,644	194,993	282,637	1.04
Tobacco	.....	.....	30,440	30,440	.08	.....	1,959	4,513	6,472	.02
Cotton	.....	.....	15,772	15,772	.04	.....	396	33,402	33,798	.13
Fruit and vegetables	.....	178,316	240,977	419,293	1.11	.....	124,841	80,027	204,868	.75
Other products of agriculture	.....	.....	.....	.....	.....	.....	37,852	32,999	70,851	.26
Total products of agriculture	.....	827,544	1,765,176	2,592,720	6.88	.....	414,137	2,050,989	2,465,126	9.07
Live stock	.....	61,397	48,496	109,893	.29	.....	50,878	141,152	192,030	.71
Dressed meats	.....	51,065	139,184	190,249	.51	.....	12,221	226,451	238,672	.88
Other packing house products	.....	44,823	63,846	108,669	.29	.....	3,408	87,224	90,632	.33
Poultry, game, and fish	.....	.....	.....	.....	.....	.....	6,931	4,234	11,165	.04
Wool	.....	.....	.....	.....	.....	.....	624	8,099	8,723	.03
Hides and leather	.....	38,984	31,498	70,482	.19	.....	21,703	23,137	44,840	.17
Other products of animals	.....	27,031	30,070	57,101	.15	.....	126,208	39,854	166,062	.61
Total products of animals	.....	223,300	313,094	536,394	1.43	.....	221,973	530,151	752,124	2.77
Anthracite coal	.....	6,252,994	2,450,675	8,903,669	23.13	.....	11,449,202	64,273	11,513,475	42.36
Bituminous coal	.....	108,049	7,394,734	7,502,783	19.94	.....	602,467	1,410,382	2,012,849	7.40
Coke	.....	3,360	2,170,053	2,173,413	5.78	.....	3,674	504,398	508,072	1.87
Ores	.....	1,061,725	2,134,683	3,196,408	8.49	.....	23,706	721,911	745,617	2.74
Stone, sand, and other like articles	.....	644,863	964,156	1,609,019	4.28	.....	1,063,824	496,573	1,560,397	5.74
Other products of mines	.....	171,638	180,645	352,283	.94	.....	83,055	120,933	203,988	.75
Total products of mines	.....	8,242,629	15,294,946	23,537,575	62.56	.....	13,225,928	3,318,470	16,544,398	60.86
Lumber	.....	397,749	731,445	1,129,194	3.00	.....	202,019	430,296	632,315	2.33
Other products of forests	.....	162,373	220,885	383,258	1.02	.....	98,550	153,255	251,805	.92
Total products of forests	.....	560,122	952,330	1,512,452	4.02	.....	300,569	583,551	884,120	3.25
Petroleum and other oils	.....	356,853	180,201	537,054	1.43	.....	231,264	105,468	336,732	1.24
Sugar	.....	93,627	16,763	110,390	.29	.....	105,469	33,733	139,202	.51
Naval stores	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, pig and bloom	.....	1,153,502	215,144	1,368,646	3.64	.....	292,598	274,319	566,917	2.09
Iron and steel rails	.....	42,880	51,666	94,546	.25	.....	202,740	70,200	272,940	1.00
Other castings and machinery	.....	181,929	104,630	286,559	.76	.....	109,634	104,199	213,833	.79
Bar and sheet metal	.....	439,565	312,817	752,382	2.00	.....	138,083	107,156	245,239	.90
Cement, brick, and lime	.....	299,417	436,578	735,995	1.96	.....	552,541	1,221,276	1,773,817	6.53
Agricultural implements	.....	7,666	40,802	48,468	.13	.....	7,868	20,517	28,385	.10
Wagons, carriages, tools, etc	.....	.....	.....	.....	.....	.....	5,452	14,306	19,758	.07
Wines, liquors, and beers	.....	47,287	47,770	95,059	.25	.....	30,168	20,174	50,342	.19
Household goods and furniture	.....	.....	.....	.....	.....	.....	7,676	24,018	31,694	.12
Other manufactures	.....	727,033	556,741	1,283,774	3.41	.....	250,054	275,609	525,663	1.93
Total manufactures	.....	3,349,759	1,963,112	5,312,873	14.12	.....	1,933,547	2,270,975	4,204,522	15.47
Merchandise	.....	1,279,017	573,515	1,852,532	4.92	.....	.....	.....	.....	.....
Mis. commodities not spec. above	.....	1,435,118	850,635	2,285,753	6.07	.....	1,228,729	1,102,518	2,331,247	8.58
Grand total all commodities	.....	15,917,489	21,712,808	37,630,299	100.00	.....	17,324,883	9,856,654	27,181,537	100.00
	6. Boston and Maine:					**8. Delaware, Lackawanna and Western:**[1]				
Grain	1,769	78,707	965,760	1,046,236	4.59	248,124	252,774	461,304	714,078	3.30
Flour	1,167	95,483	274,137	370,787	1.63	31,252	35,320	193,826	229,146	1.06
Other mill products	1,162	68,694	330,790	400,646	1.76	40,385	54,470	234,315	288,785	1.34
Hay	4,931	21,216	225,627	251,774	1.11	14,942	18,348	70,778	89,126	.41
Tobacco	271	13,912	16,526	30,709	.13	2,689	3,324	5,003	8,327	.04
Cotton	.....	.....	219,999	219,999	.96	234	8,282	25,457	33,739	.16
Fruit and vegetables	11,016	224,645	423,211	658,872	2.88	75,495	136,692	127,741	264,433	1.22
Other products of agriculture	.....	.....	.....	.....	.....	19,913	39,217	23,796	63,013	.29
Total products of agriculture	20,316	502,657	2,456,050	2,979,023	13.06	433,034	548,427	1,142,220	1,690,647	7.82
Live stock	582	51,230	66,313	118,125	.52	11,227	18,684	44,241	62,925	.29
Dressed meats	142	82,153	184,622	266,917	1.16	22	1,563	120,994	122,557	.57
Other packing house products	449	94,018	99,519	193,986	.85	313	2,339	32,265	34,604	.16
Poultry, game, and fish	63	49,295	23,348	72,706	.32	393	5,954	27,937	33,891	.16
Wool	169	85,888	47,416	133,473	.59	114	120	7,942	8,062	.04
Hides and leather	231	153,149	106,134	259,514	1.14	5,315	14,433	19,590	34,023	.16
Other products of animals	.....	.....	.....	.....	.....	3,504	5,589	52,948	58,537	.27
Total products of animals	1,636	515,733	527,352	1,044,721	4.58	20,888	48,682	305,917	354,599	1.65
Anthracite coal	.....	.....	1,782,951	1,782,951	7.82	.....	10,224,281	74,589	10,298,870	47.67
Bituminous coal	.....	.....	2,777,509	2,777,509	12.17	.....	.....	1,456,028	1,456,028	6.74
Coke	.....	127,201	106,809	234,010	1.02	.....	.....	286,058	286,058	1.32
Ores	.....	59,499	22,893	82,392	.36	9,804	165,163	50,075	215,238	1.00
Stone, sand, and other like articles	67,281	817,880	203,985	1,089,146	4.77	61,871	445,057	384,529	829,586	3.84
Other products of mines	.....	.....	.....	.....	.....	5	2,536	8,658	11,194	.05
Total products of mines	67,281	1,004,580	4,894,147	5,966,008	26.14	71,680	10,837,037	2,259,937	13,096,974	60.62
Lumber	3,434	1,147,404	1,494,015	2,644,853	11.59	32,332	77,826	363,206	441,032	2.04
Other products of forests	3,308	360,877	325,539	689,724	3.02	13,147	84,607	129,712	214,319	.99
Total products of forests	6,742	1,508,281	1,819,554	3,334,577	14.61	45,479	162,433	492,918	655,351	3.03
Petroleum and other oils	.....	.....	151,950	151,950	.68	30,950	46,951	80,268	127,219	.59
Sugar	.....	.....	157,200	157,200	.69	[2] 117	[2] 64,886	[2] 19,444	[2] 84,330	.39
Naval stores	123	11,173	15,438	26,734	.12	1,059	9,956	8,585	18,541	.09
Iron, pig and bloom	1,184	38,187	165,037	204,408	.89	28,360	170,483	109,716	280,199	1.30
Iron and steel rails	1,510	25,920	97,273	124,703	.54	814	7,594	61,828	69,422	.32
Other castings and machinery	3,252	227,833	162,685	393,770	1.73	73,963	253,460	511,526	764,986	3.54
Bar and sheet metal	224	28,037	84,890	113,151	.49	4,065	39,961	77,981	117,942	.55
Cement, brick, and lime	133,391	504,043	328,590	966,024	4.23	12,899	879,974	456,416	1,336,390	6.18
Agricultural implements	21,564	10,547	10,329	42,440	.19	1,227	10,804	46,697	57,501	.27
Wagons, carriages, tools, etc	97	24,368	11,638	36,103	.15	1,899	6,645	20,268	26,913	.12
Wines, liquors, and beers	5,241	151,218	53,264	209,723	.92	5,330	27,681	63,487	91,168	.42
Household goods and furniture	669	62,198	24,260	87,127	.38	3,309	10,126	23,812	33,938	.16
Other manufactures	27,507	1,431,462	686,779	2,145,748	9.41	.....	.....	.....	.....	.....
Total manufactures	194,762	2,514,986	1,949,333	4,659,081	20.42	163,992	1,528,521	1,480,028	3,008,549	13.93
Merchandise	14,578	714,481	710,279	1,439,338	6.31	167,340	605,989	431,386	1,037,375	4.80
Mis. commodities not spec. above	42,867	2,058,343	1,291,570	3,392,780	14.88	342,775	1,132,396	627,958	1,760,354	8.15
Grand total all commodities	348,182	8,819,061	13,648,285	22,815,528	100.00	1,245,188	14,863,485	6,740,364	21,603,849	100.00

[1] Includes operations of Erie & Central New York. [2] Includes molasses.

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
	9. Delaware and Hudson:					**11. New York, Chicago and St. Louis:**				
Grain	25,810	29,533	439,091	468,624	2.6	3,728	98,711	546,353	648,792	7.59
Flour	11,814	15,628	175,155	190,783	1.1	705	28,834	236,205	265,744	3.11
Other mill products	21,962	24,094	114,318	138,412	.8	1,966	20,775	129,077	151,818	1.78
Hay	35,523	36,620	25,833	62,453	.3	10	40,827	52,072	92,909	1.09
Tobacco	679	1,327	854	2,181	.0	.....	1,191	7,304	8,495	.10
Cotton	379	379	2,694	3,073	.0	.....	.....	40,518	40,518	.47
Fruit and vegetables	47,634	57,352	77,559	134,911	.8	25,898	42,988	73,059	141,945	1.66
Other products of agriculture	.....	.....	.....	.....	.....	992	15,086	28,187	44,265	.52
Total products of agriculture	143,801	164,933	835,504	1,000,437	5.6	33,299	248,412	1,112,775	1,394,486	16.32
Live stock	9,521	10,520	11,053	21,573	.1	812	50,023	62,944	113,779	1.33
Dressed meats	1,255	5,215	35,241	40,456	.2	.....	48,982	107,342	156,324	1.83
Other packing house products	26,160	38,910	26,839	65,749	.4	1,992	43,598	51,149	96,739	1.13
Poultry, game, and fish	4,382	4,517	1,177	5,694	.1	156	6,828	19,589	26,573	.31
Wool	640	734	2,761	3,495	.0	.....	2,122	23,860	25,982	.30
Hides and leather	7,295	8,960	49,513	58,473	.3	118	6,812	11,560	18,490	.22
Other products of animals	.....	.....	.....	.....	.....	1,376	45,590	40,357	87,323	1.02
Total products of animals	49,253	68,856	126,584	195,440	1.1	4,454	203,955	316,801	525,210	6.14
Anthracite coal	.....	7,384,878	46,176	7,431,054	41.4	.....	2,470	620,239	622,709	7.29
Bituminous coal	.....	.....	1,929,511	1,929,511	10.7	.....	7,746	1,261,772	1,269,518	14.86
Coke	.....	.....	149,639	149,639	.8	.....	16,316	445,086	461,402	5.40
Ores	159,806	159,806	818,563	978,369	5.5	.....	1,074	410,064	411,138	4.81
Stone, sand, and other like articles	400,010	597,726	154,083	751,809	4.2	15,661	535,006	227,394	778,061	9.11
Other products of mines	.....	.....	.....	.....	.....	9,442	13,665	39,167	62,274	.73
Total products of mines	559,816	8,142,410	3,097,972	11,240,382	62.6	25,103	576,277	3,003,722	3,605,102	42.20
Lumber	245,541	271,174	705,307	976,481	5.4	3,668	22,892	345,472	372,032	4.35
Other products of forests	.....	.....	.....	.....	.....	1,678	19,338	83,181	104,197	1.22
Total products of forests	245,541	271,174	705,307	976,481	5.4	5,346	42,230	428,653	476,229	5.57
Petroleum and other oils	31,713	35,919	81,551	117,470	.6	4,637	13,934	54,095	72,666	.85
Sugar	7,201	7,710	15,791	23,501	.1	.....	1,396	73,925	75,321	.88
Naval stores	.....	.....	.....	.....	.....	.....	85	635	720	.01
Iron, pig and bloom	116,885	118,527	37,476	156,003	.9	520	22,552	80,775	103,847	1.22
Iron and steel rails	3,676	8,261	19,655	27,916	.2	3,800	87,945	105,249	196,994	2.31
Other castings and machinery	28,095	52,273	114,573	166,846	.9	36,780	89,782	210,157	336,719	3.94
Bar and sheet metal	715	16,104	256,732	272,836	1.5	7,382	44,749	229,370	281,501	3.30
Cement, brick, and lime	220,077	227,876	262,827	490,703	2.7	855	43,695	319,784	364,334	4.26
Agricultural implements	6,954	7,509	2,694	10,203	.1	105	4,939	23,501	28,545	.33
Wagons, carriages, tools, etc	3,760	4,279	3,941	8,220	.1	88	2,676	11,491	14,255	.17
Wines, liquors, and beers	17,591	35,188	26,250	61,438	.3	7,699	15,326	49,981	73,006	.85
Household goods and furniture	16,502	17,891	15,894	33,785	.2	194	9,413	20,966	30,572	.36
Other manufactures	596,402	629,622	555,176	1,184,798	6.6	.....	.....	.....	.....	.....
Total manufactures	1,048,971	1,161,159	1,392,560	2,553,719	14.2	62,060	336,492	1,179,929	1,578,480	18.48
Merchandise	62,969	81,023	370,608	451,631	2.5	22,340	238,691	342,021	603,052	7.06
Mis. commodities not spec. above	263,583	322,903	1,222,508	1,545,411	8.6	5,798	190,528	165,029	361,356	4.23
Grand total all commodities	2,373,934	10,212,458	7,751,043	17,963,501	100.0	158,400	1,836,585	6,548,930	8,543,914	100.00
	10. Northern Central:					**12. Long Island:**				
Grain	.....	40,309	613,372	653,681	2.98	21,924	21,924	85,818	107,742	2.86
Flour	.....	16,895	326,547	343,442	1.57	4,957	4,957	18,052	23,009	.61
Other mill products	.....	11,549	215,509	227,058	1.04	32,047	32,047	75,220	107,267	2.84
Hay	.....	8,348	91,802	100,150	.46	3,211	3,211	62,519	65,730	1.74
Tobacco	.....	4,904	27,836	32,740	.15	.....	.....	.....	.....	.....
Cotton	.....	180	19,074	19,254	.09	.....	.....	.....	.....	.....
Fruit and vegetables	.....	146,233	753,275	899,508	4.10	75,535	75,535	26,329	101,864	2.70
Other products of agriculture	.....	4,726	82,724	87,450	.40	14,452	14,452	4,303	18,755	.50
Total products of agriculture	.....	233,144	2,130,139	2,363,283	10.79	152,126	152,126	272,241	424,367	11.25
Live stock	.....	12,475	85,135	97,610	.44	1,257	1,257	3,149	4,406	.12
Dressed meats	.....	268	26,385	26,653	.12	1,656	1,656	56,577	58,233	1.54
Other packing house products	.....	1,659	37,317	38,976	.18	.....	.....	.....	.....	.....
Poultry, game, and fish	.....	1,414	13,519	14,932	.07	13,373	13,373	8,634	22,007	.58
Wool	.....	239	4,269	4,508	.02	.....	.....	.....	.....	.....
Hides and leather	.....	3,993	58,173	62,166	.28	.....	.....	.....	.....	.....
Other products of animals	.....	9,401	48,370	57,771	.27	46,975	46,975	62,343	109,318	2.90
Total products of animals	.....	29,449	273,168	302,616	1.38	63,261	63,261	130,703	193,964	5.14
Anthracite coal	.....	2,765,216	3,051,477	5,816,693	26.55	1,909	1,909	890,215	892,124	23.65
Bituminous coal	.....	8,719	5,079,992	5,088,711	23.23	835	835	204,179	205,014	5.44
Coke	.....	.....	582,312	582,312	2.66	.....	.....	.....	.....	.....
Ores	.....	4,270	781,101	785,371	3.59	.....	.....	.....	.....	.....
Stone, sand, and other like articles	.....	128,818	421,469	550,287	2.51	27,162	27,162	298,327	325,489	8.63
Other products of mines	.....	4,224	171,747	175,971	.80	.....	.....	.....	.....	.....
Total products of mines	.....	2,911,247	10,088,098	12,999,345	59.34	29,906	29,906	1,392,721	1,422,627	37.72
Lumber	.....	109,609	1,122,592	1,232,201	5.63	59,181	59,181	307,541	366,722	9.72
Other products of forests	.....	25,335	185,823	211,158	.96	.....	.....	.....	.....	.....
Total products of forests	.....	134,944	1,308,415	1,443,359	6.59	59,181	59,181	307,541	366,722	9.72
Petroleum and other oils	.....	12,297	295,492	307,789	1.40	30,824	30,824	19,856	50,680	1.34
Sugar	.....	3,685	94,907	98,592	.45	.....	.....	.....	.....	.....
Naval stores	.....	1,289	16,244	17,533	.08	.....	.....	.....	.....	.....
Iron, pig and bloom	.....	23,573	270,928	294,501	1.34	4,677	4,677	22,215	26,892	.71
Iron and steel rails	.....	5,942	157,645	163,587	.75	.....	.....	.....	.....	.....
Other castings and machinery	.....	74,738	377,445	452,183	2.06	6,775	6,775	73,761	80,536	2.14
Bar and sheet metal	.....	14,239	457,075	471,314	2.15	346	346	29,685	30,031	.80
Cement, brick, and lime	.....	141,244	466,830	608,074	2.78	52,043	52,043	281,964	334,007	8.86
Agricultural implements	.....	8,809	27,609	36,418	.17	213	213	808	1,021	.03
Wagons, carriages, tools, etc	.....	8,603	27,888	36,491	.17	1,128	1,128	5,153	6,281	.17
Wines, liquors, and beers	.....	14,832	21,444	36,276	.16	22,167	22,167	11,119	33,286	.88
Household goods and furniture	.....	10,511	23,730	34,241	.16	4,237	4,237	10,108	14,345	.38
Other manufactures	.....	332,017	1,212,155	1,544,172	7.05	59,856	59,856	75,297	135,153	3.58
Total manufactures	.....	651,779	3,449,392	4,101,171	18.72	182,266	182,266	529,966	712,232	18.89
Merchandise	.....	24,444	124,420	148,864	.68	198,317	198,317	150,893	349,210	9.26
Mis. commodities not spec. above	.....	259,052	289,064	548,116	2.50	69,240	69,240	233,417	302,657	8.02
Grand total all commodities	.....	4,244,059	17,662,696	21,906,754	100.00	754,297	754,297	3,017,482	3,771,779	100.00

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
	13. Buffalo, Rochester and Pittsburgh:					**15. Rutland:**				
Grain	35,332	35,403	19,190	54,493	.5	1,295	6,358	107,769	114,127	5.50
Flour	18,913	19,354	11,029	30,383	.3	14,353	15,517	34,960	50,477	2.43
Other mill products	7,777	8,435	16,730	25,165	.2	911	2,406	79,924	82,330	3.97
Hay	5,597	7,341	3,143	10,484	.1	1,398	8,540	13,999	22,539	1.08
Tobacco	.....	.....	.....	.....	.....	1	66	108	174	.01
Cotton	205	205	624	829	.0	2	557	1,167	1,724	.08
Fruit and vegetables	32,047	36,281	10,361	46,642	.5	28,787	35,003	3,931	38,934	1.89
Other products of agriculture	106	671	4,388	5,059	.1	2,456	3,000	1,714	4,714	.23
Total products of agriculture	99,977	107,690	65,465	173,055	1.7	49,203	71,447	243,572	315,019	15.19
Live stock	2,349	2,828	2,220	5,048	.0	3,371	10,862	1,380	12,242	.59
Dressed meats	129	230	4,906	5,136	.1	681	718	1,232	1,950	.09
Other packing house products	.....	.....	262	262	.0	340	821	819	1,640	.08
Poultry, game, and fish	513	514	273	787	.0	57	54	900	954	.05
Wool	36	51	22	73	.0	61	110	3	113	.01
Hides and leather	4,198	11,497	12,761	24,258	.2	1,234	1,918	844	2,762	.13
Other products of animals	5,896	6,574	557	7,131	.1	4,713	8,199	1,078	9,277	.45
Total products of animals	13,121	21,694	21,001	42,695	.4	10,457	22,682	6,256	28,938	1.40
Anthracite coal	.....	.....	73,895	73,895	.7	.....	.....	194,422	194,422	9.38
Bituminous coal	44	4,934,771	1,591,316	6,526,087	64.2	.....	.....	322,808	322,808	15.58
Coke	64	401,464	176,916	578,380	5.7	.....	.....	2,584	2,584	.12
Ores	.....	3,509	555,041	558,550	5.5	61	684	405	1,089	.05
Stone, sand, and other like articles	192,780	334,295	34,848	369,143	3.6	7,727	79,862	109,195	189,057	9.12
Other products of mines	.....	.....	1,403	1,403	.0	8,085	3,156	4,272	7,428	.36
Total products of mines	192,888	5,674,039	2,433,419	8,107,458	79.7	15,873	83,702	633,686	717,388	34.61
Lumber	42,740	101,009	135,679	236,688	2.3	33,484	81,460	59,161	140,621	6.78
Other products of forests	500	923	213	1,136	.0	30,127	67,624	215,441	283,065	13.65
Total products of forests	43,240	101,932	135,892	237,824	2.3	63,611	149,084	274,602	423,686	20.43
Petroleum and other oils	3,598	52,911	11,987	64,898	.6	1,841	3,594	9,340	12,934	.62
Sugar	411	800	14,118	14,918	.2	115	1,030	53,051	54,081	2.61
Naval stores	.....	.....	.....	.....	.....	.....	1	288	289	.01
Iron, pig and bloom	1,715	153,202	55,830	209,032	2.0	167	1,960	9,822	11,782	.57
Iron and steel rails	6,408	7,447	25,221	32,668	.3	241	3,509	5,696	9,205	.44
Other castings and machinery	10,643	21,258	14,450	35,708	.3	1,861	11,769	8,403	20,172	.97
Bar and sheet metal	72,706	146,708	185,231	331,939	3.3	826	2,294	4,063	6,357	.32
Cement, brick, and lime	100,990	246,299	115,702	362,001	3.6	1,391	18,529	18,158	36,687	1.77
Agricultural implements	115	359	823	1,182	.0	322	3,098	835	3,933	.19
Wagons, carriages, tools, etc	30	57	151	208	.0	208	365	1,286	1,651	.08
Wines, liquors, and beers	6,607	22,028	4,418	26,446	.3	116	640	1,364	2,004	.10
Household goods and furniture	924	7,025	749	7,774	.1	1,061	4,189	3,146	7,335	.35
Other manufactures	59,968	128,021	88,112	216,133	2.1	39,509	57,429	178,121	235,550	11.36
Total manufactures	264,115	786,115	516,792	1,302,907	12.8	47,658	108,407	293,573	401,980	19.39
Merchandise	74,092	137,654	74,410	212,064	2.1	14,900	51,413	22,828	74,241	3.58
Mis. commodities not spec. above	20,521	48,373	46,007	94,380	1.0	19,730	26,450	85,605	112,055	5.40
Grand total all commodities	707,954	6,877,497	3,292,986	10,170,483	100.00	221,432	513,185	1,560,122	2,073,307	100.00
	14. New York, Ontario and Western:					**16. Central New England:**				
Grain	4,101	4,555	70,041	74,596	1.31	.....	11,813	73,762	85,575	1.90
Flour	4,325	5,551	26,811	32,362	.57	.....	4,353	63,605	67,958	1.51
Other mill products	23,050	23,549	106,835	130,384	2.30	.....	15,700	93,726	109,426	2.44
Hay	8,196	8,393	14,670	23,063	.41	.....	13,224	86,678	99,902	2.23
Tobacco	174	179	1,055	1,234	.02	.....	3,391	2,352	5,743	.13
Cotton	716	716	3,386	4,102	.07	.....	.....	40,894	40,894	.91
Fruit and vegetables	17,793	19,756	4,536	24,292	.43	.....	9,896	9,856	19,752	.44
Other products of agriculture	22,174	22,320	4,571	26,891	.47	.....	.....	.....	.....	.....
Total products of agriculture	80,529	85,019	231,905	316,924	5.58	.....	58,377	370,873	429,250	9.56
Live stock	7,872	8,027	2,149	10,176	.18	.....	1,059	2,919	3,978	.09
Dressed meats	454	862	490	1,352	.02	.....	1,578	13,770	15,348	.34
Other packing house products	793	1,242	312	1,554	.03	.....	245	6,619	6,864	.15
Poultry, game, and fish	418	476	123	599	.01	.....	100	1,074	1,174	.03
Wool	449	450	1,824	2,274	.04	.....	467	40,375	40,842	.91
Hides and leather	8,968	9,126	1,727	10,853	.19	.....	844	32,352	33,196	.74
Other products of animals	103,784	110,460	23,050	133,510	2.35	.....	.....	.....	.....	.....
Total products of animals	122,738	130,643	29,675	160,318	2.82	.....	4,293	97,109	101,402	2.26
Anthracite coal	.....	3,101,247	652,051	3,753,298	66.07	.....	.....	1,689,369	1,689,369	37.63
Bituminous coal	45	45	389,839	389,884	6.86	.....	.....	410,525	410,525	9.15
Coke	.....	.....	302	302	.01	.....	75	14,058	14,133	.32
Ores	23,207	23,207	7,629	30,836	.54	.....	18,817	10,704	29,521	.66
Stone, sand, and other like articles	119,232	122,588	37,068	159,656	2.81	.....	11,631	57,905	69,536	1.55
Other products of mines	22,438	22,991	7,412	30,403	.54	.....	.....	.....	.....	.....
Total products of mines	164,922	3,270,078	1,094,301	4,364,379	76.83	.....	30,523	2,182,561	2,213,084	49.31
Lumber	37,874	42,041	67,928	109,969	1.94	.....	45,453	95,081	140,534	3.13
Other products of forests	40,322	49,370	24,049	73,419	1.29	.....	1,573	21,493	23,066	.51
Total products of forests	78,196	91,411	91,977	183,388	3.23	.....	47,026	116,574	163,600	3.64
Petroleum and other oils	7,590	7,877	8,537	16,414	.29	.....	7,959	22,263	30,222	.63
Sugar	17,773	18,124	1,752	19,876	.35	.....	102	2,852	2,954	.07
Naval stores	903	914	772	1,686	.03	.....	.....	.....	.....	.....
Iron, pig and bloom	51	51	3,173	3,224	.06	.....	16,660	103,400	120,060	2.68
Iron and steel rails	64	64	2,884	2,948	.05	.....	.....	4,282	4,282	.10
Other castings and machinery	12,443	15,655	23,813	39,468	.69	.....	17,642	50,892	68,534	1.53
Bar and sheet metal	5,106	5,492	10,189	15,681	.28	.....	7,777	51,286	59,063	1.32
Cement, brick, and lime	7,824	8,700	75,536	84,236	1.48	.....	66,066	163,564	229,630	5.12
Agricultural implements	426	434	1,090	1,524	.03	.....	640	605	1,245	.03
Wagons, carriages, tools, etc	1,823	2,067	2,927	4,994	.09	.....	3,442	10,141	13,583	.31
Wines, liquors, and beers	7,898	13,566	3,229	16,795	.30	.....	5,057	5,212	10,269	.23
Household goods and furniture	4,018	4,276	2,795	7,071	.12	.....	1,614	4,195	5,809	.13
Other manufactures	242,278	252,370	127,888	380,258	6.69	.....	.....	.....	.....	.....
Total manufactures	308,197	329,590	264,585	594,175	10.46	.....	126,959	418,692	545,651	12.15
Merchandise	2,605	2,825	706	3,531	.06	.....	50,656	460,925	511,581	11.39
Mis. commodities not spec. above	26,395	45,261	12,805	58,066	1.02	.....	49,629	474,996	524,625	11.69
Grand total all commodities	783,582	3,954,827	1,725,954	5,680,781	100.00	.....	367,463	4,121,730	4,489,193	100.00

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
17. New York, Susquehanna and Western:					
Grain	.....	2,267	200,258	202,525	4.39
Flour	.....	2,083	12,850	14,933	.32
Other mill products	.....	40,977	10,710	51,687	1.12
Hay	.....	970	11,157	12,127	.26
Tobacco	.....	.....	.....	.....	.....
Cotton	.....	.....	.....	.....	.....
Fruit and vegetables	.....	2,024	2,017	4,041	.09
Other products of agriculture	.....	.....	.....	.....	.....
Total products of agriculture	.....	48,321	236,992	285,313	6.18
Live stock	.....	1,656	601	2,257	.05
Dressed meats	.....	759	879	1,638	.04
Other packing house products	.....	114	576	690	.01
Poultry, game, and fish	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....
Hides and leather	.....	.....	.....	.....	.....
Other products of animals	.....	.....	.....	.....	.....
Total products of animals	.....	2,529	2,056	4,585	.10
Anthracite coal	.....	.....	2,849,189	2,849,189	61.69
Bituminous coal	.....	.....	256,126	256,126	5.55
Coke	.....	.....	2,596	2,596	.06
Ores	.....	10,487	73,378	83,865	1.82
Stone, sand, and other like articles	.....	56,760	54,109	110,869	2.40
Other products of mines	.....	349	4,028	4,377	.09
Total products of mines	.....	67,596	3,239,426	3,307,022	71.61
Lumber	.....	10,035	60,089	70,124	1.52
Other products of forests	.....	14,505	2,889	17,394	.38
Total products of forests	.....	24,540	62,978	87,518	1.90
Petroleum and other oils	.....	4,246	39,001	43,247	.94
Sugar	.....	20,197	58	20,255	.44
Naval stores	.....	.....	.....	.....	.....
Iron, pig and bloom	.....	182	20,678	20,860	.45
Iron and steel rails	.....	395	1,563	1,958	.04
Other castings and machinery	.....	4,446	7,204	11,650	.25
Bar and sheet metal	.....	82	16,999	17,081	.37
Cement, brick, and lime	.....	30,917	191,389	222,306	4.81
Agricultural implements	.....	.....	.....	.....	.....
Wagons, carriages, tools, etc	.....	.....	.....	.....	.....
Wines, liquors, and beers	.....	5,606	133	5,739	.12
Household goods and furniture	.....	.....	.....	.....	.....
Other manufactures	.....	102,368	36,923	139,291	3.02
Total manufactures	.....	168,439	313,948	482,387	10.44
Merchandise	.....	72,061	47,656	119,717	2.59
Mis. commodities not spec. above	.....	258,070	73,702	331,772	7.18
Grand total all commodities	.....	641,556	3,976,758	4,618,314	100.00
18. Buffalo and Susquehanna:					
Grain		2,908	3,245	7,600	10,845	.43
Flour	}	5,006	5,140	11,880	17,020	.68
Other mill products	}					
Hay		2,382	10,402	744	11,146	.44
Tobacco		21	173	.....	173	.01
Cotton		.....	.....	.....	.....	.....
Fruit and vegetables		5,251	6,655	871	7,526	.30
Other products of agriculture		.....	.....	.....	.....	.....
Total products of agriculture		15,568	25,615	21,095	46,710	1.86
Live stock		327	721	227	948	.04
Dressed meats		.....	.....	.....	.....	.....
Other packing house products		.....	.....	.....	.....	.....
Poultry, game, and fish		.....	.....	.....	.....	.....
Wool		3	3	.....	3	.00
Hides and leather		793	11,755	6,527	18,282	.73
Other products of animals		.....	.....	.....	.....	.....
Total products of animals		1,123	12,479	6,754	19,233	.77
Anthracite coal		.....	.....	12,194	12,194	.48
Bituminous coal		.....	1,205,876	57,615	1,263,491	50.20
Coke		.....	286,237	5,140	291,377	11.58
Ores		.....	.....	.....	.....	.....
Stone, sand, and other like articles		4,441	6,289	74,968	81,257	3.23
Other products of mines		.....	.....	.....	.....	.....
Total products of mines		4,441	1,498,402	149,917	1,648,319	65.49
Lumber		7,073	412,595	27,760	440,335	17.50
Other products of forests		4,589	130,042	6,702	136,744	5.43
Total products of forests		11,662	542,637	34,462	577,079	22.93
Petroleum and other oils		21,935	22,186	4,315	26,501	1.05
Sugar		37	37	796	833	.03
Naval stores		9	9	126	135	.01
Iron, pig and bloom		47,564	47,779	744	48,523	1.93
Iron and steel rails		2,666	5,350	467	5,817	.23
Other castings and machinery		2,623	7,096	1,156	8,252	.33
Bar and sheet metal		137	271	124	395	.01
Cement, brick, and lime		1,509	3,870	10,439	14,309	.57
Agricultural implements		.....	.....	20	20	.00
Wagons, carriages, tools, etc		40	99	466	565	.02
Wines, liquors, and beers		169	5,759	3,327	9,086	.36
Household goods and furniture		141	364	110	474	.02
Other manufactures		.....	.....	.....	.....	.....
Total manufactures		76,830	92,820	22,090	114,910	4.56
Merchandise		14,731	28,324	14,891	43,215	1.72
Mis. commodities not spec. above		12,439	42,131	25,104	67,235	2.67
Grand total all commodities		136,794	2,242,408	274,313	2,516,701	100.00

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
19. Lehigh and Hudson River:					
Grain	.....	321	31,534	31,855	.88
Flour	.....	964	25,319	26,283	.72
Other mill products	.....	1,520	54,396	55,916	1.54
Hay	.....	49	24,837	24,886	.69
Tobacco	.....	14	490	504	.01
Cotton	.....	12	42,736	42,748	1.18
Fruit and vegetables	.....	4,786	6,910	11,696	.32
Other products of agriculture	.....	.....	.....	.....	.....
Total products of agriculture	.....	7,666	186,222	193,888	5.34
Live stock	.....	1,334	1,479	2,813	.08
Dressed meats	.....	33	116	149	.01
Other packing house products	.....	94	1,002	1,096	.03
Poultry, game, and fish	.....	.....	524	524	.01
Wool	.....	.....	6,435	6,435	.18
Hides and leather	.....	86	24,885	24,971	.69
Other products of animals	.....	57,746	.....	57,746	1.59
Total products of animals	.....	59,293	34,441	93,734	2.59
Anthracite coal	.....	.....	756,221	756,221	20.83
Bituminous coal	.....	.....	602,203	602,203	16.60
Coke	.....	.....	10,040	10,040	.28
Ores	.....	374,203	42,897	417,100	11.48
Stone, sand, and other like articles	.....	372,821	21,686	394,507	10.86
Other products of mines	.....	.....	.....	.....	.....
Total products of mines	.....	747,024	1,433,047	2,180,071	60.05
Lumber	.....	3,514	116,207	119,721	3.30
Other products of forests	.....	.....	.....	.....	.....
Total products of forests	.....	3,514	116,207	119,721	3.30
Petroleum and other oils	.....	25	15,722	15,747	.43
Sugar	.....	218	141	359	.01
Naval stores	.....	.....	.....	.....	.....
Iron, pig and bloom	.....	774	72,480	73,254	2.02
Iron and steel rails	.....	.....	4,974	4,974	.14
Other castings and machinery	.....	251	73,725	73,976	2.04
Bar and sheet metal	.....	5	68,982	68,987	1.90
Cement, brick, and lime	.....	18,796	219,689	238,485	6.57
Agricultural implements	.....	.....	144	144	.01
Wagons, carriages, tools, etc	.....	33	1,491	1,524	.04
Wines, liquors, and beers	.....	398	2,437	2,835	.08
Household goods and furniture	.....	178	5,277	5,455	.15
Other manufactures	.....	.....	.....	.....	.....
Total manufactures	.....	20,678	465,062	485,740	13.39
Merchandise	.....	5,321	258,282	263,603	7.26
Mis. commodities not spec. above	.....	22,126	270,965	293,091	8.07
Grand total all commodities	.....	865,622	2,764,226	3,629,848	100.00
20. Pittsburg, Shawmut and Northern:					
Grain		173	330	3,807	4,137	.22
Flour	{	139	419	2,400	2,819	.15
Other mill products	{	986	1,508	4,387	5,895	.32
Hay		3,447	3,857	700	4,557	.24
Tobacco		.....	.....	.....	.....	.....
Cotton		.....	.....	.....	.....	.....
Fruit and vegetables		18,813	19,149	787	19,936	1.07
Other products of agriculture		.....	.....	.....	.....	.....
Total products of agriculture		23,558	25,263	12,081	37,344	2.00
Live stock		529	544	68	612	.03
Dressed meats		11	11	180	191	.01
Other packing house products		580	661	394	1,055	.06
Poultry, game, and fish		.....	.....	.....	.....	.....
Wool		12	12	.....	12	.00
Hides and leather		45	4,167	4,118	8,285	.44
Other products of animals		.....	.....	.....	.....	.....
Total products of animals		1,177	5,395	4,760	10,155	.54
Anthracite coal		.....	.....	3,639	3,639	.20
Bituminous coal		.....	1,128,445	219,394	1,347,839	72.31
Coke		.....	22,772	20	22,792	1.22
Ores		.....	.....	.....	.....	.....
Stone, sand, and other like articles		4,525	6,734	9,742	16,476	.88
Other products of mines		.....	.....	.....	.....	.....
Total products of mines		4,525	1,157,951	232,795	1,390,746	74.61
Lumber		6,333	75,368	14,414	89,782	4.82
Other products of forests		26,615	93,390	26,373	119,763	6.42
Total products of forests		32,948	168,758	40,787	209,545	11.24
Petroleum and other oils		84	487	1,182	1,669	.09
Sugar		17	29	670	699	.04
Naval stores		.....	.....	.....	.....	.....
Iron, pig and bloom		.....	.....	.....	.....	.....
Iron and steel rails		.....	.....	9	9	.00
Other castings and machinery		1,741	5,194	13,469	18,663	1.00
Bar and sheet metal		.....	.....	.....	.....	.....
Cement, brick, and lime		3,718	121,723	6,851	128,574	6.90
Agricultural implements		3	3	20	23	.01
Wagons, carriages, tools, etc		17	17	39	56	.01
Wines, liquors, and beers		2,280	8,549	433	8,982	.48
Household goods and furniture		577	1,053	622	1,675	.09
Other manufactures		4,280	14,726	179	14,905	.80
Total manufactures		12,717	151,781	23,474	175,255	9.42
Merchandise		214	621	3,936	4,557	.24
Mis. commodities not spec. above		2,104	15,980	20,345	36,325	1.95
Grand total all commodities		77,243	1,525,749	338,178	1,863,927	100.—

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
21. Ulster and Delaware:						**24. Lehigh and New England:**				
Grain	3,259	3,259	10,609	13,868	1.71	.....	2,152	14,500	16,652	.8
Flour	10,573	10,573	18,376	28,949	3.56	.....	3,421	2,357	5,778	.3
Other mill products	.....	.....	.....	.....	.....	.....	93	947	1,040	.1
Hay	575	575	2,088	2,663	.33	.....	41	307	348	.0
Tobacco	36	36	90	126	.02	.....	42	39	81	.0
Cotton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fruit and vegetables	3,815	3,815	1,441	5,256	.65	.....	2,125	414	2,539	.1
Other products of agriculture	.....	.....	.....	.....	.....	.....	156	560	716	.0
Total products of agriculture	18,258	18,258	32,604	50,862	6.27	.....	8,030	19,124	27,154	1.3
Live stock	1,901	1,901	471	2,372	.29	.....	166	211	377	.0
Dressed meats	643	643	296	939	.12	.....	16	94	110	.0
Other packing house products	651	651	90	741	.09	.....	.....	.....	.....	.....
Poultry, game, and fish	10	10	83	93	.01	.....	3	211	214	.0
Wool	13	13	26	39	.00	.....	.....	.....	.....	.....
Hides and leather	284	284	104	388	.05	.....	19	33	52	.0
Other products of animals	38,533	38,533	28	38,561	4.74	.....	15,809	3,468	19,277	1.0
Total products of animals	42,035	42,035	1,098	43,133	5.30	.....	16,013	4,017	20,030	1.0
Anthracite coal	92	92	478,743	478,835	58.92	.....	.....	235,364	235,364	11.4
Bituminous coal	1,290	1,290	40,252	41,542	5.11	.....	.....	532,590	532,590	25.8
Coke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ores	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, sand, and other like articles	7,673	7,673	13,519	21,192	2.61	.....	257,845	30,820	288,665	13.9
Other products of mines	.....	.....	.....	.....	.....	.....	600	997	1,597	.1
Total products of mines	9,055	9,055	532,514	541,569	66.64	.....	258,445	799,771	1,058,216	51.2
Lumber	13,789	13,789	6,503	20,292	2.50	.....	2,669	7,339	10,008	.5
Other products of forests	.....	.....	.....	.....	.....	.....	7,833	1,386	9,219	.4
Total products of forests	13,789	13,789	6,503	20,292	2.50	.....	10,502	8,725	19,227	.9
Petroleum and other oils	578	578	1,850	2,428	.30	.....	900	3,704	4,604	.2
Sugar	927	927	725	1,652	.20	.....	61	529	590	.0
Naval stores	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, pig and bloom	296	296	243	539	.07	.....	1,979	1,722	3,701	.2
Iron and steel rails	8	8	1,478	1,486	.18	.....	.....	.....	.....	.....
Other castings and machinery	504	504	2,524	3,028	.37	.....	3,030	4,817	7,847	.4
Bar and sheet metal	2,766	2,766	1,615	4,381	.54	.....	876	2,248	3,124	.2
Cement, brick, and lime	1,700	1,700	63,725	65,425	8.05	.....	625,800	252,894	878,694	42.5
Agricultural implements	91	91	200	291	.04	.....	5	142	147	.0
Wagons, carriages, tools, etc	329	329	312	641	.08	.....	46	97	143	.0
Wines, liquors, and beers	2,447	2,447	1,796	4,243	.52	.....	373	1,981	2,354	.1
Household goods and furniture	1,346	1,346	707	2,053	.25	.....	239	259	498	.0
Other manufactures	.....	.....	.....	.....	.....	.....	211	86	297	.0
Total manufactures	10,992	10,992	75,175	86,167	10.60	.....	633,520	268,479	901,999	43.7
Merchandise	6,464	6,464	9,234	15,698	1.93	.....	1,662	4,290	5,952	.3
Mis. commodities not spec. above	37,290	37,290	17,615	54,905	6.76	.....	19,373	13,653	33,026	1.6
Grand total all commodities	137,883	137,883	674,743	812,626	100.00	.....	947,545	1,118,059	2,065,604	100.00
22. Syracuse, Binghamton and New York:						**25. New Jersey and New York:**				
Grain	911	911	21,917	22,828	2.33	.....	1,077	5,124	6,201	2.15
Flour	607	607	12,136	12,743	1.30	.....	144	2,037	2,181	.75
Other mill products	1,119	1,119	31,679	32,798	3.35	.....	233	430	663	.23
Hay	3,499	3,499	1,868	5,367	.55	.....	66	1,651	1,717	.59
Tobacco	5	5	1,228	1,233	.13	.....	.....	.....	.....	.....
Cotton	.....	.....	1,147	1,147	.12	.....	.....	.....	.....	.....
Fruit and vegetables	28,151	28,151	24,394	52,545	5.36	.....	358	117	475	.16
Other products of agriculture	386	386	2,186	2,572	.26	.....	.....	.....	.....	.....
Total products of agriculture	34,678	34,678	96,555	131,233	13.40	.....	1,878	9,359	11,237	3.88
Live stock	4,147	4,147	3,583	7,730	.79	.....	6	10	16	.01
Dressed meats	568	568	17,100	17,668	1.80	.....	79	582	661	.23
Other packing house products	257	257	1,381	1,638	.17	.....	198	61	259	.09
Poultry, game, and fish	34	34	509	543	.05	.....	.....	.....	.....	.....
Wool	6	6	459	465	.05	.....	.....	.....	.....	.....
Hides and leather	888	888	501	1,389	.14	.....	.....	.....	.....	.....
Other products of animals	657	657	946	1,603	.16	.....	.....	.....	.....	.....
Total products of animals	6,557	6,557	24,479	31,036	3.16	.....	283	653	936	.33
Anthracite coal	.....	.....	.....	.....	.....	.....	.....	65,577	65,577	22.69
Bituminous coal	.....	.....	112,967	112,967	11.52	.....	.....	35,775	35,775	12.38
Coke	.....	.....	1,746	1,746	.18	.....	.....	233	233	.08
Ores	1,523	1,523	1,945	3,468	.35	.....	61	186	247	.09
Stone, sand, and other like articles	33,427	33,427	33,899	67,326	6.87	.....	47,250	10,917	58,167	20.13
Other products of mines	16	16	137	153	.01	.....	9	63	72	.02
Total products of mines	34,966	34,966	150,694	185,660	18.93	.....	47,320	112,751	160,071	55.39
Lumber	4,974	4,974	47,629	52,603	5.37	.....	3,000	13,126	16,126	5.58
Other products of forests	2,398	2,398	15,908	18,306	1.87	.....	390	11	401	.14
Total products of forests	7,372	7,372	63,537	70,909	7.24	.....	3,390	13,137	16,527	5.72
Petroleum and other oils	631	631	9,517	10,148	1.03	.....	264	551	815	.28
Sugar	[2] 30	[2] 30	[2] 7,145	[2] 7,175	.73	.....	63	34	97	.03
Naval stores	28	28	1,502	1,530	.16	.....	.....	.....	.....	.....
Iron, pig and bloom	719	719	7,784	8,503	.87	.....	499	513	1,012	.35
Iron and steel rails	93	93	7,707	7,800	.80	.....	74	10	84	.03
Other castings and machinery	32,340	32,340	42,033	74,373	7.59	.....	1,003	218	1,221	.42
Bar and sheet metal	307	307	2,015	2,322	.24	.....	8	83	91	.03
Cement, brick, and lime	5,161	5,161	58,905	64,066	6.54	.....	10,570	11,908	22,478	7.78
Agricultural implements	14,360	14,360	1,161	15,521	1.58	.....	.....	.....	.....	.....
Wagons, carriages, tools, etc	3,664	3,664	2,021	5,685	.58	.....	.....	.....	.....	.....
Wines, liquors, and beers	6,880	6,880	1,860	8,740	.89	.....	376	88	464	.16
Household goods and furniture	1,054	1,054	1,920	2,974	.30	.....	.....	.....	.....	.....
Other manufactures	.....	.....	.....	.....	.....	.....	6,483	5,628	12,111	4.19
Total manufactures	65,267	65,267	143,570	208,837	21.31	.....	19,340	19,033	38,373	13.27
Merchandise	51,057	51,057	56,651	107,708	10.99	.....	26,807	8,357	35,164	12.17
Mis. commodities not spec. above	63,938	63,938	180,823	244,761	24.97	.....	14,096	12,615	26,711	9.24
Grand total all commodities	263,835	263,835	716,309	980,144	100.00	.....	113,114	175,905	289,019	100.00

[2] Includes molasses.

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.		Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.	In New York State.	On entire line.		Number of tons.	Per cent of whole.
26. St. Lawrence and Adirondack:						**29. Dunkirk, Allegheny Valley and Pittsburgh:**				
Grain	.....	349	1,183	1,532	.22	54	218	8,663	8,881	2.83
Flour	.....	653	935	1,588	.24	56	318	4,461	4,779	1.52
Other mill products	4	960	1,788	2,748	.41	58	698	6,514	7,212	2.29
Hay	31	3,342	23,851	27,193	4.05	1,913	2,058	72	2,130	.68
Tobacco	.....	.....	191	191	.03	1	7	86	93	.03
Cotton	.....	126	1,880	2,006	.30	.....	.....	.....	.....	.....
Fruit and vegetables	206	293	3,756	4,049	.60	11,476	11,851	2,697	14,548	4.63
Other products of agriculture	.....	53	2,932	2,985	.45	262	292	445	737	.23
Total products of agriculture	241	5,776	36,516	42,292	6.30	13,820	15,442	22,938	38,380	12.21
Live stock	77	763	250	1,013	.15	1,698	1,802	438	2,240	.71
Dressed meats	.....	19	274	293	.04	4	43	1,034	1,077	.34
Other packing house products	.....	9	325	334	.05	3	413	80	493	.16
Poultry, game, and fish	.....	.....	4,608	4,608	.69	1	4	37	41	.01
Wool	.....	.....	33	33	.00	3	10	100	110	.04
Hides and leather	.....	97	1,497	1,594	.24	64	412	146	558	.18
Other products of animals	35	291	1,998	2,289	.35	943	1,328	3,130	4,458	1.42
Total products of animals	112	1,179	8,985	10,164	1.51	2,716	4,012	4,965	8,977	2.86
Anthracite coal	.....	.....	183,342	183,342	27.33	51	284	12,007	12,291	3.91
Bituminous coal	.....	.....	153,486	153,486	22.88	149	1,216	25,642	26,858	8.54
Coke	.....	.....	22,921	22,921	3.42	.....	.....	216	216	.07
Ores	.....	.....	287	287	.04	.....	.....	.....	.....	.....
Stone, sand, and other like articles	.....	25	8,362	8,387	1.25	141	415	4,295	4,710	1.50
Other products of mines	.....	.....	3,302	3,302	.49	7	36	1,306	1,342	.43
Total products of mines	.....	25	371,700	371,725	55.42	348	1,951	43,466	45,417	14.45
Lumber	90	408	75,272	75,680	11.28	3,045	9,880	17,712	27,592	8.78
Other products of forests	388	1,064	28,808	29,872	4.45	311	11,709	1,131	12,840	4.08
Total products of forests	478	1,472	104,080	105,552	15.74	3,356	21,589	18,843	40,432	12.86
Petroleum and other oils	.....	22	5,213	5,235	.78	21	61,831	33,362	95,193	30.28
Sugar	1	7	54,240	54,247	8.09	75	1,085	638	1,723	.55
Naval stores	.....	.....	1,411	1,411	.21	.....	.....	4	4	.00
Iron, pig and bloom	95	95	1,139	1,234	.18	47	1,108	7,351	8,459	2.69
Iron and steel rails	.....	6	863	869	.13	6	78	104	182	.06
Other castings and machinery	18	484	8,364	8,848	1.32	212	3,144	1,563	4,707	1.50
Bar and sheet metal	20	21	2,940	2,961	.44	54	453	1,476	1,929	.61
Cement, brick, and lime	.....	28	8,825	8,853	1.32	724	1,341	13,428	14,769	4.70
Agricultural implements	.....	1	525	526	.08	17	58	131	189	.06
Wagons, carriages, tools, etc	.....	.....	1,050	1,050	.16	56	147	180	327	.10
Wines, liquors, and beers	.....	5	1,340	1,345	.20	1,494	1,683	1,806	3,489	1.11
Household goods and furniture	33	1,121	656	1,777	.27	407	1,479	631	2,110	.67
Other manufactures	148	930	46,581	47,511	7.08	13,446	26,653	14,427	41,080	13.07
Total manufactures	315	2,720	133,147	135,867	20.26	16,559	99,060	75,101	174,161	55.40
Merchandise	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mis. commodities not spec. above	42	233	4,903	5,136	.77	1,451	3,223	3,755	6,978	2.22
Grand total all commodities	1,188	11,405	659,331	670,736	100.00	38,250	145,277	169,068	314,345	100.00
28. Fonda, Johnstown and Gloversville:						**30. Lake Champlain and Moriah:**				
Grain	224	224	6,923	7,147	2.75	.....	.....	32	32	.....
Flour	956	956	7,234	8,190	3.15	.....	.....	.....	.....	.....
Other mill products	945	945	3,821	4,766	1.83	.....	.....	.....	.....	.....
Hay	129	129	71	200	.08	.....	.....	.....	.....	.....
Tobacco	.....	.....	98	98	.04	.....	.....	.....	.....	.....
Cotton	.....	.....	43	43	.02	.....	.....	.....	.....	.....
Fruit and vegetables	915	915	3,376	4,291	1.65	.....	.....	.....	.....	.....
Other products of agriculture	.....	.....	.....	.....	.....	.....	.....	873	873	.09
Total products of agriculture	3,169	3,169	21,566	24,735	9.52	.....	.....	905	905	.09
Live stock	10	10	96	106	.04	.....	.....	.....	.....	.....
Dressed meats	176	176	1,622	1,798	.69	.....	.....	.....	.....	.....
Other packing house products	.....	.....	14	14	.01	.....	.....	.....	.....	.....
Poultry, game, and fish	4	4	38	42	.02	.....	.....	.....	.....	.....
Wool	65	65	187	252	.10	.....	.....	.....	.....	.....
Hides and leather	5,545	5,545	12,204	17,749	6.82	.....	.....	.....	.....	.....
Other products of animals	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total products of animals	5,800	5,800	14,161	19,961	7.68	.....	.....	.....	.....	.....
Anthracite coal	.....	.....	73,640	73 640	28.30	.....	.....	458	458	.05
Bituminous coal	.....	.....	46,765	46,765	17.97	.....	.....	15,773	15,773	1.62
Coke	.....	.....	224	224	.09	.....	.....	44	44	.01
Ores	.....	.....	.....	.....	.....	924,185	924,185	.....	924,185	95.19
Stone, sand, and other like articles	681	681	255	936	.36	.....	.....	.....	.....	.....
Other products of mines	.....	.....	.....	.....	.....	21,196	21,196	.....	21,196	2.18
Total products of mines	681	681	120,884	121,565	46.72	945,381	945,381	16,275	961,656	99.05
Lumber	4,246	4,246	2,774	7,020	2.70	.....	.....	595	595	.06
Other products of forests	.....	.....	.....	.....	.....	1,521	1,521	.....	1,521	.16
Total products of forests	4,246	4,246	2,774	7,020	2.70	1,521	1,521	595	2,116	.22
Petroleum and other oils	369	369	4,522	4,891	1.88	.....	.....	252	252	.03
Sugar	24	24	241	265	.10	.....	.....	.....	.....	.....
Naval stores	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, pig and bloom	.....	.....	.....	.....	.....	.....	.....	907	907	.09
Iron and steel rails	.....	.....	.....	.....	.....	.....	.....	22	22	.....
Other castings and machinery	118	118	1,699	1,817	.70	.....	.....	1,011	1,011	.11
Bar and sheet metal	.....	.....	112	112	.04	.....	.....	.....	.....	.....
Cement, brick, and lime	648	648	10,281	10,929	4.20	.....	.....	1,720	1,720	.18
Agricultural implements	5	5	51	56	.02	.....	.....	.....	.....	.....
Wagons, carriages, tools, etc	28	28	601	629	.24	.....	.....	.....	.....	.....
Wines, liquors, and beers	492	492	5,364	5,856	2.25	.....	.....	981	981	.10
Household goods and furniture	235	235	1,498	1,733	.67	.....	.....	5	5	.....
Other manufactures	.....	.....	.....	.....	.....	.....	.....	1,275	1,275	.13
Total manufactures	1,919	1,919	24,369	26,288	10.10	.....	.....	6,173	6,173	.64
Merchandise	10,547	10,547	23,572	34,119	13.11	.....	.....	.....	.....	.....
Mis. commodities not spec. above	6,609	6,609	19,865	26,474	10.17	.....	.....	.....	.....	.....
Grand total all commodities	32,971	32,971	227,191	260,162	100.00	946,902	946,902	23,949	970,851	100.00

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
31. New York and Ottawa:					
Grain	71	71	1,745	1,816	.67
Flour	73	73	1,395	1,468	.54
Other mill products	527	527	1,300	1,827	.67
Hay	529	529	2,829	3,358	1.23
Tobacco	15	15	18	33	.01
Cotton	.....	.....	399	399	.15
Fruit and vegetables	324	324	749	1,073	.39
Other products of agriculture	7	7	215	222	.08
Total products of agriculture	1,546	1,546	8,650	10,196	3.74
Live stock	526	526	237	763	.28
Dressed meats	18	18	16	34	.01
Other packing house products	56	56	145	201	.07
Poultry, game, and fish	2	2	8	10	.00
Wool	25	25	.....	25	.01
Hides and leather	26	26	143	169	.06
Other products of animals	133	133	96	229	.09
Total products of animals	786	786	645	1,431	.52
Anthracite coal	.....	.....	33,159	33,159	12.16
Bituminous coal	.....	.....	21,048	21,048	7.72
Coke	.....	.....	386	386	.14
Ores	.....	.....	42	42	.02
Stone, sand, and other like articles	75	75	995	1,070	.39
Other products of mines	93	93	135	228	.08
Total products of mines	168	168	55,765	55,933	20.51
Lumber	7,125	7,125	7,781	14,906	5.47
Other products of forests	150,671	150,671	6,781	157,452	57.73
Total products of forests	157,796	157,796	14,562	172,358	63.20
Petroleum and other oils	24	24	1,076	1,100	.40
Sugar	60	60	128	188	.07
Naval stores	8	8	174	182	.07
Iron, pig and bloom	.....	.....	63	63	.02
Iron and steel rails	.....	.....	529	529	.19
Other castings and machinery	442	442	550	992	.36
Bar and sheet metal	80	80	2,754	2,834	1.04
Cement, brick, and lime	46	46	2,010	2,056	.75
Agricultural implements	1	1	48	49	.02
Wagons, carriages, tools, etc	19	19	188	207	.08
Wines, liquors, and beers	613	613	167	780	.29
Household goods and furniture	212	212	252	464	.17
Other manufactures	5,210	5,210	16,683	21,893	8.03
Total manufactures	6,715	6,715	24,622	31,337	11.49
Mis. commodities not spec. above	503	503	967	1,470	.54
Grand total all commodities	167,514	167,514	105,211	272,725	100.00
33. Greenwich and Johnsonville:					
Grain	525	525	1,159	1,684	1.0
Flour	24	24	144	168	.1
Other mill products	185	185	871	1,056	.6
Hay	666	666	.....	666	.4
Tobacco	.....	.....	4	4	.0
Cotton	.....	.....	2	2	.0
Fruit and vegetables	8,317	8,317	4	8,321	4.7
Other products of agriculture	1,087	1,087	598	1,685	.9
Total products of agriculture	10,804	10,804	2,782	13,586	7.7
Live stock	112	112	.....	112	.1
Dressed meats	10	10	.....	10	.0
Poultry, game, and fish	.....	.....	2	2	.0
Hides and leather	1,100	1,100	1,728	2,828	1.6
Other products of animals	4,140	4,140	257	4,397	2.5
Total products of animals	5,362	5,362	1,987	7,349	4.2
Anthracite coal	43	43	29,221	29,264	16.7
Bituminous coal	155	155	17,318	17,473	10.0
Coke	.....	.....	19	19	.0
Ores	1	1	24	25	.0
Stone, sand, and other like articles	2,350	2,350	2,394	4,744	2.7
Other products of mines	1	1	937	938	.5
Total products of mines	2,550	2,550	49,913	52,463	29.9
Lumber	212	212	1,480	1,692	1.0
Other products of forests	589	589	26,657	27,246	15.5
Total products of forests	801	801	28,137	28,938	16.5
Petroleum and other oils	10	10	426	436	.3
Sugar	6	6	24	30	.0
Naval stores	2	2	.....	2	.0
Iron, pig and bloom	260	260	163	423	.2
Iron and steel rails	.....	.....	129	129	.1
Other castings and machinery	309	309	986	1,295	.7
Bar and sheet metal	.....	.....	260	260	.2
Cement, brick, and lime	72	72	2,307	2,379	1.4
Agricultural implements	144	144	115	259	.2
Wagons, carriages, tools, etc	150	150	94	244	.1
Wines, liquors, and beers	3	3	48	51	.0
Household goods and furniture	21	21	37	58	.0
Other manufactures	31,696	31,696	27,488	59,184	33.7
Total manufactures	32,673	32,673	32,077	64,750	36.9
Merchandise	2,990	2,990	2,975	5,965	3.4
Mis. commodities not spec. above	1,197	1,197	1,321	2,518	1.4
Grand total all commodities	56,377	56,377	119,192	175,569	100.0
34. Genesee and Wyoming:					
Grain	115	115	.....	115	.04
Hay	376	376	.....	376	.13
Fruit and vegetables	56	56	.....	56	.02
Other products of agriculture	205	205	.....	205	.07
Total products of agriculture	752	752	.....	752	.26
Anthracite coal	.....	.....	1,001	1,001	.35
Bituminous coal	.....	.....	6,820	6,820	2.39
Other products of mines	273,794	273,794	.....	273,794	95.86
Total products of mines	273,794	273,794	7,821	281,615	98.60
Lumber	.....	.....	999	999	.35
Other manufactures	.....	.....	490	490	.17
Merchandise	320	320	1,450	1,770	.62
Grand total all commodities	274,866	274,866	10,760	285,626	100.00
36. New York and Pennsylvania:					
Grain	71	142	2,741	2,883	2.71
Flour	476	952	4,561	5,513	5.18
Other mill products					
Hay	3,595	5,992	43	6,035	5.67
Fruit and vegetables	3,324	6,648	159	6,807	6.40
Total products of agriculture	7,466	13,734	7,504	21,238	19.96
Live stock	592	1,777	54	1,831	1.72
Wool	18	27	.....	27	.02
Hides and leather	535	535	460	995	.94
Other products of animals	165	165	.....	165	.16
Total products of animals	1,310	2,504	514	3,018	2.84
Bituminous coal	.....	.....	12,409	12,409	11.66
Stone, sand, and other like articles	226	904	3,140	4,044	3.80
Other products of mines	.....	.....	1,899	1,899	1.79
Total products of mines	226	904	17,448	18,352	17.25
Lumber	5,258	31,548	5,309	36,857	34.64
Other products of forests	887	3,546	269	3,815	3.59
Total products of forests	6,145	35,094	5,578	40,672	38.23
Petroleum and other oils	2,395	3,592	145	3,737	3.51
Castings and machinery	50	148	1,102	1,250	1.18
Cement, brick, and lime	28	83	2,488	2,571	2.41
Agricultural implements	39	77	37	114	.11
Household goods and furniture	75	150	61	211	.20
Other manufactures	248	7,333	31	7,364	6.92
Total manufactures	2,835	11,383	3,864	15,247	14.33
Merchandise	358	1,073	2,926	3,999	3.76
Mis. commodities not spec. above	574	1,722	2,137	3,859	3.63
Grand total all commodities	18,914	66,414	39,971	106,385	100.00
37. Delaware and Eastern, Corporation:					
Grain	123	123	1,807	1,930	4.03
Flour	73	73	670	743	1.56
Other mill products	544	544	8,314	8,858	18.54
Hay	15	15	257	272	.57
Tobacco	2	2	21	23	.05
Fruit and vegetables	41	41	162	203	.42
Total products of agriculture	798	798	11,231	12,029	25.17
Live stock	84	84	45	129	.27
Dressed meats	4	4	38	42	.09
Other packing house products	226	226	16	242	.51
Poultry, game, and fish	9	9	2	11	.02
Wool	.....	.....	1	1	.01
Hides and leather	26	26	5	31	.06
Other products of animals	3,964	3,964	4	3,968	8.30
Total products of animals	4,313	4,313	111	4,424	9.26
Anthracite coal	5	5	4,419	4,424	9.26
Bituminous coal	2	2	741	743	1.56
Ores	.....	.....	1	1	.00
Stone, sand, and other like articles	6,761	6,761	91	6,852	14 34
Total products of mines	6,768	6,768	5,252	12,020	25.16
Lumber	6,177	6,177	553	6,730	14.08
Other products of forests	5,056	5,056	1,063	6,119	12 81
Total products of forests	11,233	11,233	1,616	12,849	26 89
Petroleum and other oils	34	34	292	326	.68
Sugar	7	7	154	161	.33
Iron, pig and bloom	58	58	17	75	.16
Iron and steel rails	1	1	.....	1	.....
Other castings and machinery	34	34	271	305	.65
Bar and sheet metal	.....	.....	2	2	.....
Cement, brick, and lime	101	101	637	738	1.55
Agricultural implements	1	1	14	15	.03

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
37. Delaware and Eastern, Corporation (*concluded*):					
Wagons, carriages, tools, etc	5	5	23	28	.06
Wines, liquors, and beers	14	14	338	352	.74
Household goods and furniture	88	88	73	161	.33
Other manufactures	2,516	2,516	538	3,054	6.39
Total manufactures	2,859	2,859	2,359	5,218	10.92
Merchandise	193	193	481	674	1.41
Mis. commodities not spec. above	82	82	485	567	1.19
Grand total all commodities	26,246	26,296	21,535	47,781	100.00
37½ Delaware and Eastern, Receivers:					
Grain	123	123	1,063	1,186	4.45
Flour	26	26	396	422	1.58
Other mill products	395	395	4,209	4,604	17.26
Hay	22	22	146	168	.63
Tobacco	.....	.....	5	5	.02
Fruit and vegetables	12	12	52	64	.24
Other products of agriculture	33	33	13	46	.17
Total products of agriculture	611	611	5,884	6,495	24.35
Live stock	43	43	.....	43	.16
Dressed meats	2	2	11	13	.05
Other packing house products	24	24	12	36	.13
Poultry, game, and fish	1	1	.....	1	.01
Wool	1	1	.....	1	.....
Hides and leather	7	7	4	11	.04
Other products of animals	2,806	2,806	5	2,811	10.54
Total products of animals	2,884	2,884	32	2,916	10.93
Anthracite coal	.....	.....	1,942	1,942	7.28
Bituminous coal	.....	.....	327	327	1.23
Stone, sand, and other like articles	3,078	3,078	28	3,106	11.65
Other products of mines	69	69	87	156	.58
Total products of mines	3,147	3,147	2,384	5,531	20.74
Lumber	4,266	4,266	323	4,589	17.21
Other products of forests	3,431	3,431	56	3,487	13.07
Total products of forests	7,697	7,697	379	8,076	30.28
Petroleum and other oils	1	1	127	128	.48
Sugar	2	2	74	76	.28
Castings and machinery	42	42	78	120	.45
Bar and sheet metal	5	5	4	9	.03
Cement, brick, and lime	32	32	486	518	1.94
Agricultural implements	4	4	38	42	.16
Wagons, carriages, tools, etc	1	1	40	41	.16
Wines, liquors, and beers	2	2	168	170	.64
Household goods and furniture	54	54	41	95	.36
Other manufactures	1,182	1,182	828	2,010	7.54
Total manufactures	1,325	1,325	1,884	3,209	12.04
Merchandise	42	42	144	186	.70
Misc. commod. not spec. above	94	94	162	256	.96
Grand total all commodities	15,800	15,800	10,869	26,669	100.00
38. Norwood and St. Lawrence:					
Grain	.....	.....	705	705	.27
Hay	.....	.....	30	30	.01
Fruit and vegetables	.....	.....	70	70	.03
Total products of agriculture	.....	.....	805	805	.31
Live stock	138	138	.....	138	.05
Other products of animals	.....	.....	330	330	.13
Total products of animals	138	138	330	468	.18
Anthracite coal	.....	.....	1,731	1,731	.67
Bituminous coal	.....	.....	32,237	32,237	12.50
Stone, sand, and other like articles	.....	.....	1,513	1,513	.59
Other products of mines	.....	.....	2,033	2,033	.79
Total products of mines	.....	.....	37,514	37,514	14.55
Lumber	.....	.....	410	410	.16
Other products of forests	.....	.....	79,354	79,354	30.78
Total products of forests	.....	.....	79,764	79,764	30.94
Petroleum and other oils	.....	.....	52	52	.02
Sugar	.....	.....	61	61	.02
Castings and machinery	.....	.....	461	461	.18
Bar and sheet metal	.....	.....	99	99	.04
Cement, brick, and lime	.....	.....	1,988	1,988	.77
Wines, liquors, and beers	.....	.....	26	26	.01
Household goods and furniture	.....	.....	18	18	.01
Other manufactures	104,927	104,927	.....	104,927	40.69
Total manufactures	104,927	104,927	2,705	107,632	41.74
Merchandise	669	669	1,225	1,894	.73
Mis. commod. not spec. above	1,550	1,550	28,225	29,775	11.55
Grand total all commodities	107,284	107,284	150,568	257,852	100.00
39. Connecting Terminal:					
Grain	.....	.....	168,413	168,413	63.81
Flour	.....	.....	78,364	78,364	29.69
Total products of agriculture	.....	.....	246,777	246,777	93.50
Ores	.....	.....	949	949	.36
Merchandise	.....	.....	16,216	16,216	6.14
Grand total all commodities	.....	.....	263,942	263,942	100.00
40. Little Falls and Dolgeville:					
Grain	344	344	2,021	2,365	3.61
Flour	84	84	157	241	.37
Other mill products	318	318	591	909	1.39
Hay	599	599	21	620	.95
Fruit and vegetables	3	3	7	10	.01
Total products of agriculture	1,348	1,348	2,797	4,145	6.33
Live stock	.....	.....	3	3	.....
Dressed meats	11	11	.....	11	.02
Other packing house products	15	15	.....	15	.02
Poultry, game, and fish	2	2	.....	2	.....
Wool	5	5	370	375	.57
Hides and leather	.....	.....	66	66	.10
Other products of animals	1,864	1,864	414	2,278	3.48
Total products of animals	1,897	1,897	853	2,750	4.20
Anthracite coal	.....	.....	6,677	6,677	10.19
Bituminous coal	.....	.....	3,681	3,681	5.62
Ores	4,294	4,294	5	4,299	6.56
Stone, sand, and other like articles	973	973	4,833	5,806	8.86
Other products of mines	.....	.....	79	79	.12
Total products of mines	5,267	5,267	15,275	20,542	31.36
Lumber	2,166	2,166	15,394	17,560	26.81
Other products of forests	6,153	6,153	1,118	7,271	11.10
Total products of forests	8,319	8,319	16,512	24,831	37.90
Petroleum and other oils	1	1	43	44	.07
Sugar	.....	.....	6	6	.01
Iron and steel rails	.....	.....	106	106	.16
Other castings and machinery	59	59	385	444	.68
Bar and sheet metal	30	30	207	237	.36
Cement, brick, and lime	471	471	742	1,213	1.85
Agricultural implements	.....	.....	17	17	.02
Wagons, carriages, tools, etc	8	8	11	19	.03
Wines, liquors, and beers	46	46	281	327	.50
Household goods and furniture	83	83	65	148	.23
Other manufactures	1,418	1,418	3,912	5,330	8.14
Total manufactures	2,116	2,116	5,775	7,891	12.04
Mis. commod. not spec. above	4,737	4,737	612	5,349	8.17
Grand total all commodities	23,684	23,684	41,824	65,508	100.00
43. Cooperstown and Charlotte Valley:					
Grain	17	17	1,318	1,335	2.1
Flour	.....	.....	442	442	.7
Other mill products	.....	.....	2,886	2,886	4.6
Hay	.....	.....	441	441	.7
Fruit and vegetables	.....	.....	2,124	2,124	3.4
Total products of agriculture	17	17	7,211	7,228	11.5
Live stock	26	26	1,184	1,210	2.0
Dressed meats	.....	.....	15	15	.0
Other packing house products	.....	.....	11	11	.0
Wool	.....	.....	1	1	.0
Hides and leather	.....	.....	15	15	.0
Total products of animals	26	26	1,226	1,252	2.0
Anthracite coal	.....	.....	17,992	17,992	28.7
Bituminous coal	.....	.....	1,743	1,743	2.8
Stone, sand, and other like articles	99	99	11,569	11,668	18.6
Total products of mines	99	99	31,304	31,403	50.1
Lumber	120	120	4,561	4,681	7.5
Petroleum and other oils	.....	.....	463	463	.7
Sugar	.....	.....	66	66	.1
Castings and machinery	.....	.....	286	286	.5
Bar and sheet metal	.....	.....	124	124	.2
Cement, brick, and lime	.....	.....	3,897	3,897	6.2
Agricultural implements	.....	.....	16	16	.0
Wagons, carriages, tools, etc	.....	.....	75	75	.1
Wines, liquors, and beers	.....	.....	192	192	.3
Household goods and furniture	6	6	158	164	.3
Other manufactures	.....	.....	1,345	1,345	2.2
Total manufactures	6	6	6,622	6,628	10.6
Merchandise	298	298	4,526	4,824	7.8
Mis. commod. not spec. above	.....	.....	6,614	6,614	10.5
Grand total all commodities	566	566	62,064	62,630	100.0

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
45. Unadilla Valley:					
Grain	9	9	9,285	9,294	20.40
Flour	.....	.....	569	569	1.25
Other mill products	189	189	59	248	.54
Hay	93	93	12	105	.23
Fruit and vegetables	480	480	62	542	1.19
Other products	350	350	37	387	.85
Total products of agriculture	1,121	1,121	10,024	11,145	24.46
Live stock	986	986	69	1,055	2.32
Other packing house products	.....	.....	7	7	.02
Poultry, game, and fish	15	15	1	16	.03
Hides and leather	3	3	.....	3	.01
Other products of animals	12,700	12,700	21	12,721	27.92
Total products of animals	13,704	13,704	98	13,802	30.30
Anthracite coal	.....	.....	5,592	5,592	12.27
Bituminous coal	.....	.....	5,351	5,351	11.74
Coke	.....	.....	35	35	.08
Stone, sand,and other like articles	8	8	4	12	.03
Other products of mines	.....	.....	101	101	.22
Total products of mines	8	8	11,083	11,091	24.34
Lumber	809	809	146	955	2.10
Other products of forests	10	10	.....	10	.02
Total products of forests	819	819	146	965	2.12
Sugar	.....	.....	2	2	.01
Iron, pig and bloom	.....	.....	151	151	.33
Iron and steel rails	.....	.....	5	5	.01
Other castings and machinery	415	415	189	604	1.33
Bar and sheet metal	.....	.....	495	495	1.09
Cement, brick, and lime	.....	.....	338	338	.74
Agricultural implements	40	40	40	80	.17
Wagons, carriages, tools, etc	.....	.....	32	32	.07
Household goods and furniture	5	5	19	24	.05
Other manufactures	15	15	5,318	5,333	11.71
Total manufactures	475	475	6,589	7,064	15.51
Merchandise	123	123	1,288	1,411	3.10
Mis. commod. not spec. above	41	41	36	77	.17
Grand total all commodities	16,291	16,291	29,264	45,555	100.00
46. Silver Lake:					
Grain	2,281	2,281	1,957	4,238	4.59
Flour	692	692	133	825	.89
Other mill products	11	11	833	844	.91
Hay	71	71	33	104	.11
Cotton	.....	.....	935	935	1.01
Fruit and vegetables	1,701	1,701	338	2,039	2.22
Total products of agriculture	4,756	4,756	4,229	8,985	9.73
Live stock	1,074	1,074	520	1,594	1.73
Dressed meats	.....	.....	83	83	.09
Hides and leather	18	18	.....	18	.02
Total products of animals	1,092	1,092	603	1,695	1.84
Anthracite coal	.....	.....	9,331	9,331	10.11
Bituminous coal	.....	.....	21,959	21,959	23.79
Stone, sand,and other like articles	.....	.....	9,593	9,593	10.39
Other products of mines	8,483	8,483	.....	8,483	9.19
Total products of mines	8,483	8,483	40,883	49,366	53.48
Lumber	70	70	3,113	3,183	3.45
Petroleum and other oils	.....	.....	368	368	.40
Iron and steel rails	46	46	.....	46	.05
Cement, brick, and lime	.....	.....	3,272	3,272	3.54
Agricultural implements	16	16	.....	16	.02
Wines, liquors, and beers	.....	.....	368	368	.40
Household goods and furniture	244	244	184	428	.46
Total manufactures	306	306	4,192	4,498	4.87
Mis. commod. not spec. above	15,630	15,630	8,952	24,582	26.63
Grand total all commodities	30,337	30,337	61,972	92,309	100.00
48. Skaneateles:					
Grain	172	172	42	214	.3
Other mill products	.....	.....	1,207	1,207	1.4
Hay	[3] 732	[3] 732	.....	[3] 732	.9
Other products of agriculture	5,166	5,166	224	5,390	6.6
Total products of agriculture	6,070	6,070	1,473	7,543	9.2
Live stock	195	195	2	197	.3
Wool	.....	.....	103	103	.1
Total products of animals	195	195	105	300	.4
Anthracite coal	.....	.....	8,035	8,035	9.8
Bituminous coal	.....	.....	23,760	23,760	29.0
Stone, sand,and other like articles	1,920	1,920	40	1,960	2.4
Total products of mines	1,920	1,920	31,835	33,755	41.2
Lumber	15	15	2,256	2,271	2.8
Petroleum and other oils	.....	.....	319	319	.4
Castings and machinery	.....	.....	41	41	.1
Cement, brick, and lime	.....	.....	1,476	1,476	1.8
Other manufactures	12,840	12,840	1,201	14,041	17.1
Total manufactures	12,840	12,840	3,037	15,877	19.4
Merchandise	105	105	598	703	.9
Mis. commod. not spec. above	987	987	20,415	21,402	26.1
Grand total all commodities	22,132	22,132	59,719	81,851	100.0
49. Bath and Hammondsport:					
Grain	.....	20	384	404	1.36
Flour	.....	.....	23	23	.08
Other mill products	.....	62	334	396	1.33
Hay	.....	161	11	172	.58
Fruit and vegetables	.....	4,360	88	4,448	14.96
Total products of agriculture	.....	4,603	840	5,443	18.31
Live stock	.....	239	.....	239	.80
Anthracite coal	.....	.....	4,449	4,449	14.96
Bituminous coal	.....	.....	2,763	2,763	9.30
Other products of mines	.....	.....	101	101	.34
Total products of mines	.....	.....	7,313	7,313	24.60
Lumber	.....	103	803	906	3.05
Other products of forests	.....	7	165	172	.58
Total products of forests	.....	110	968	1,078	3.63
Sugar	.....	.....	288	288	.97
Castings and machinery	.....	.....	54	54	.18
Cement, brick, and lime	.....	.....	671	671	2.26
Wines, liquors, and beers	.....	5,195	814	6,009	20.22
Other manufactures	.....	116	1,645	1,761	5.92
Total manufactures	.....	5,311	3,472	8,783	29.55
Merchandise	.....	14	4,199	4,213	14.17
Mis. commod. not spec. above	.....	311	2,345	2,656	8.94
Grand total all commodities	.....	10,588	19,137	29,725	100.00
50. United States and Canada:					
Grain	34	34	54	88	.04
Flour	.....	.....	676	676	.28
Other mill products	.....	.....	519	519	.21
Hay	258	258	359	617	.25
Fruit and vegetables	91	91	76	167	.07
Other products of agriculture	.....	.....	1	1	.00
Total products of agriculture	383	383	1,685	2,068	.85
Live stock	308	308	24	332	.14
Dressed meats	1	1	.....	1	.00
Other packing house products	.....	.....	12	12	.00
Wool	6	6	.....	6	.00
Hides and leather	.....	.....	36	36	.02
Other products of animals	136	136	433	569	.23
Total products of animals	451	451	505	956	.39
Anthracite coal	.....	.....	49,780	49,780	20.47
Bituminous coal	.....	.....	40,547	40,547	16.67
Coke	.....	.....	6,278	6,278	2.58
Ores	.....	.....	1,542	1,542	.63
Stone, sand,and other like articles	.....	.....	3,423	3,423	1.40
Other products of mines	.....	.....	3,473	3,473	1.43
Total products of mines	.....	.....	105,043	105,043	43.18
Lumber	.....	.....	804	804	.33
Other products of forests	.....	.....	123,184	123,184	50.63
Total products of forests	.....	.....	123,988	123,988	50.96
Petroleum and other oils	.....	.....	112	112	.05
Sugar	.....	.....	229	229	.09
Iron and steel rails	.....	.....	5	5	.00
Other castings and machinery	.....	.....	210	210	.09
Bar and sheet metal	.....	.....	60	60	.03
Cement, brick, and lime	.....	.....	201	201	.08
Agricultural implements	.....	.....	25	25	.01
Wagons, carriages, tools, etc	.....	.....	4	4	.00
Wines, liquors, and beers	.....	.....	24	24	.01
Household goods and furniture	1	1	6	7	.00
Other manufactures	.....	.....	44	44	.02
Total manufactures	1	1	920	921	.38

[3] Includes straw.

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
50. United States and Canada (*concluded*):					
Merchandise	21	21	2,420	2,441	1.00
Mis. commod. not spec. above	321	321	7,556	7,877	3.24
Grand total all commodities	1,177	1,177	242,117	243,294	100.00
51. Buffalo, Attica and Arcade:					
Grain	250	250	974	1,224	2.69
Other mill products	650	650	3,046	3,696	8.12
Hay	1,847	1,847	10	1,857	4.08
Fruit and vegetables	7,783	7,783	.....	7,783	17.11
Total products of agriculture	10,530	10,530	4,030	14,560	32.00
Live stock	544	544	57	601	1.32
Anthracite coal	.....	.....	3,371	3,371	7.40
Bituminous coal	.....	.....	7,285	7,285	16.01
Stone, sand,and other like articles	.....	.....	40	40	.09
Total products of mines	.....	.....	10,696	10,696	23.50
Lumber	1,321	1,321	1,724	3,045	6.69
Other products of forests	2,649	2,649	515	3,164	6.95
Total products of forests	3,970	3,970	2,239	6,209	13.64
Iron, pig and bloom	.....	.....	1,203	1,203	2.64
Other castings and machinery	576	576	52	628	1.40
Bar and sheet metal	.....	.....	93	93	.20
Cement, brick, and lime	20	20	631	651	1.43
Agricultural implements	28	28	50	78	.17
Wagons, carriages, tools, etc	.....	.....	46	46	.10
Household goods and furniture	18	18	36	54	.11
Total manufactures	642	642	2,111	2,753	6.05
Merchandise	3,072	3,072	4,700	7,772	17.08
Mis. commod. not spec. above	479	479	2,438	2,917	6.41
Grand total all commodities	19,237	19,237	26,271	45,508	100.00
52. Raquette Lake:					
Grain	294	294	3	297	1.5
Flour	165	165	.....	165	.8
Other mill products	131	131	20	151	.7
Hay	212	212	320	532	2.6
Fruit and vegetables	25	25	16	41	.2
Total products of agriculture	827	827	359	1,186	5.8
Live stock	.....	.....	9	9	.....
Other products of animals	1	1	16	17	.1
Total products of animals	1	1	25	26	.1
Anthracite coal	.....	.....	1,083	1,083	5.3
Bituminous coal	.....	.....	431	431	2.1
Stone, sand,and other like articles	.....	.....	40	40	.2
Total products of mines	.....	.....	1,554	1,554	7.6
Lumber	2,540	2,540	52	2,592	12.8
Other products of forests	13,460	13,460	20	13,480	66.3
Total products of forests	16,000	16,000	72	16,072	79.1
Petroleum and other oils	169	169	14	183	.9
Castings and machinery	63	63	36	99	.5
Bar and sheet metal	1	1	.....	1	.....
Cement, brick, and lime	26	26	.....	26	.1
Agricultural implements	16	16	.....	16	.1
Household goods and furniture	28	28	1	29	.1
Other manufactures	495	495	550	1,045	5.3
Total manufactures	798	798	601	1,399	7.0
Mis. commod. not spec. above	74	74	18	92	.5
Grand total all commodities	17,700	17,700	2,629	20,329	100.0
53. Lowville and Beaver River:					
Grain	113	113	2,834	2,947	8.37
Flour	40	40	160	200	.57
Tobacco	.....	.....	17	17	.05
Fruit and vegetables	101	101	4	105	.30
Other products of agriculture	.....	.....	46	46	.13
Total products of agriculture	254	254	3,061	3,315	9.42
Live stock	36	36	.....	36	.11
Dressed meats	14	14	6	20	.06
Other packing house products	156	156	10	166	.47
Hides and leather	.....	.....	6	6	.02
Total products of animals	206	206	22	228	.66

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
53. Lowville and Beaver River (*concluded*):					
Anthracite coal	125	125	777	902	2.57
Bituminous coal	.....	.....	6,727	6,727	19.12
Other products of mines	12	12	124	136	.38
Total products of mines	137	137	7,628	7,765	22.07
Lumber	1,494	1,494	266	1,760	5.01
Other products of forests	.....	.....	24	24	.06
Total products of forests	1,494	1,494	290	1,784	5.07
Petroleum and other oils	.....	.....	57	57	.16
Sugar	.....	.....	78	78	.22
Iron and steel rails	.....	.....	172	172	.48
Other castings and machinery	.....	.....	218	218	.62
Cement, brick, and lime	.....	.....	1,105	1,105	3.14
Wines, liquors, and beers	40	40	227	267	.76
Household goods and furniture	36	36	138	174	.50
Other manufactures	8,454	8,454	10,797	19,251	54.72
Total manufactures	8,530	8,530	12,792	21,322	60.60
Merchandise	246	246	120	366	1.04
Mis. commod. not spec. above	403	403	.....	403	1.14
Grand total all commodities	11,270	11,270	23,913	35,183	100.00
54. Dansville and Mount Morris:					
Grain	555	555	403	958	2.1
Flour	258	258	461	719	1.6
Other mill products	22	22	386	408	.9
Hay	1,625	1,625	.....	1,625	3.5
Tobacco	.....	.....	5	5	.0
Fruit and vegetables	2,090	2,090	68	2,158	4.7
Other products of agriculture	1,659	1,659	289	1,948	4.2
Total products of agriculture	6,209	6,209	1,612	7,821	17.0
Dressed meats	.....	.....	83	83	.2
Wool	11	11	.....	11	.0
Hides and leather	29	29	73	102	.2
Total products of animals	40	40	156	196	.4
Anthracite coal	.....	.....	7,359	7,359	16.0
Bituminous coal	.....	.....	9,030	9,030	19.7
Coke	.....	.....	474	474	1.0
Stone, sand,and other like articles	.....	.....	8,194	8,194	17.8
Total products of mines	.....	.....	25,057	25,057	54.5
Lumber	819	819	815	1,634	3.6
Petroleum and other oils	.....	.....	230	230	.5
Sugar	.....	.....	378	378	.8
Iron, pig and bloom	.....	.....	1,093	1,093	2.4
Other castings and machinery	1,621	1,621	394	2,015	4.4
Bar and sheet metal	45	45	572	617	1.3
Cement, brick, and lime	.....	.....	770	770	1.7
Agricultural implements	.....	.....	54	54	.1
Wagons, carriages, tools, etc	.....	.....	25	25	.0
Wines, liquors, and beers	15	15	668	683	1.5
Other manufactures	351	351	1,203	1,554	3.4
Total manufactures	2,032	2,032	5,387	7,419	16.1
Merchandise	850	850	1,061	1,911	4.1
Mis. commod. not spec. above	750	750	1,212	1,962	4.3
Grand total all commodities	10,700	10,700	35,300	46,000	100.0
56. Marcellus and Otisco Lake:					
Grain	1,810	1,810	2,835	4,645	10.35
Flour	.....	.....	274	274	.59
Other mill products	.....	.....	649	649	1.41
Hay	1,065	1,065	.....	1,065	2.32
Fruit and vegetables	6,940	6,940	27	6,967	15.05
Other products of agriculture	.....	.....	146	146	.31
Total products of agriculture	9,815	9,815	3,931	13,746	30.03
Packing house products	.....	.....	1,157	1,157	2.52
Wool	7	7	465	472	1.03
Total products of animals	7	7	1,622	1,629	3.55
Anthracite coal (and bituminous)	.....	.....	17,659	17,659	38.53
Stone, sand, and other like articles	.....	.....	614	614	1.33
Total products of mines	.....	.....	18,273	18,273	39.86
Lumber	44	44	1,706	1,750	3.81
Other products of forests	.....	.....	4,769	4,769	10.41
Total products of forests	44	44	6,475	6,519	14.22

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
56. Marcellus and Otisco Lake (*concluded*):					
Petroleum and other oils	.....	.....	82	82	.18
Cement, brick, and lime	.....	.....	790	790	1.72
Household goods and furniture	.....	.....	24	24	.05
Other manufactures	964	964	511	1,475	3.21
Total manufactures	964	964	1,407	2,371	5.17
Merchandise	436	436	699	1,135	2.47
Mis. commod. not spec. above	599	599	1,556	2,155	4.70
Grand total all commodities	11,865	11,865	33,963	45,828	100.00
57. Cranberry Lake:					
Grain	.....	.....	700	700	1.68
Flour	.....	.....	40	40	.10
Hay	.....	.....	870	870	2.09
Total products of agriculture	.....	.....	1,610	1,610	3.87
Anthracite coal	.....	.....	200	200	.48
Lumber	32,035	32,035	.....	32,035	76.97
Other products of forests	5,653	5,653	.....	5,653	13.58
Total products of forests	37,688	37,688	.....	37,688	90.55
Castings and machinery	.....	.....	170	170	.41
Merchandise	.....	.....	1,952	1,952	4.69
Grand total all commodities	37,688	37,688	3,932	41,620	100.00
58. Schoharie Valley:					
Grain	.....	.....	589	589	2.00
Flour	89	89	500	589	2.00
Other mill products	.....	.....	2,649	2,649	9.00
Hay	3,800	3,800	616	4,416	15.00
Other products of agriculture	1,100	1,100	1,255	2,355	8.00
Total products of agriculture	4,989	4,989	5,609	10,598	36.00
Hides and leather	200	200	95	295	1.00
Other products of animals	294	294	.....	294	1.00
Total products of animals	494	494	95	589	2.00
Anthracite coal	.....	.....	5,888	5,888	20.00
Bituminous coal	.....	.....	588	588	2.00
Stone, sand,and other like articles	.....	.....	5,888	5,888	20.00
Total products of mines	.....	.....	12,364	12,364	42.00
Lumber	2,000	2,000	355	2,355	8.00
Petroleum and other oils	.....	.....	588	588	2.00
Sugar	.....	.....	295	295	1.00
Agricultural implements	.....	.....	295	295	1.00
Wines, liquors, and beers	.....	.....	1,472	1,472	5.00
Other manufactures	.....	.....	833	833	3.00
Total manufactures	.....	.....	3,483	3,483	12.00
Grand total all commodities	7,483	7,483	21,906	29,389	100.00
59. Adirondack and St. Lawrence:					
Flour	.....	.....	110	110	.25
Other mill products	.....	.....	8	8	.02
Other products of agriculture	.....	.....	1,345	1,345	3.08
Total products of agriculture	.....	.....	1,463	1,463	3.35
Bituminous coal	.....	.....	1,431	1,431	3.28
Ores	36,793	36,793	.....	36,793	84.22
Stone, sand,and other like articles	.....	.....	62	62	.14
Other products of mines	.....	.....	69	69	.16
Total products of mines	36,793	36,793	1,562	38,355	87 80
Lumber	522	522	135	657	1.50
Other products of forests	69	69	.....	69	.16
Total products of forests	591	591	135	726	1.66
Castings and machinery	.....	.....	47	47	.10
Cement, brick, and lime	.....	.....	209	209	.48
Wagons, carriages, tools, etc	.....	.....	11	11	.03
Other manufactures	.....	.....	101	101	.23
Total manufactures	.....	.....	368	368	.84
Merchandise	633	633	2,140	2,773	6.35
Grand total all commodities	38,017	38,017	5,668	43,685	100.00

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
60. Sterling Mountain:					
Anthracite coal	4,100	4,100	.....	4,100	7.1
Ores	49,944	49,944	.....	49,944	86.8
Total products of mines	54,044	54,044	.....	54,044	93.9
Lumber	1,500	1,500	.....	1,500	2.6
Merchandise	2,000	2,000	.....	2,000	3.5
Grand total all commodities	57,544	57,544	.....	57,544	100.0
61. Carthage and Copenhagen:					
Grain (and hay)	.....	.....	661	661	6.1
Other mill products	.....	.....	1,837	1,837	17.5
Fruit and vegetables	.....	.....	.....	1,665	15.7
Other products of agriculture	.....	.....	.....	403	3.8
Total products of agriculture	.....	.....	2,498	4,566	43.1
Live stock	.....	.....	.....	125	1.2
Anthracite coal	.....	.....	1,349	1,349	12.7
Bituminous coal	.....	.....	249	249	2.3
Total products of mines	.....	.....	1,598	1,598	15.0
Lumber	.....	.....	.....	534	5.0
Other products of forests	.....	.....	.....	359	3.4
Total products of forests	.....	.....	.....	893	8.4
Sugar	.....	.....	.....	21	.2
Castings and machinery	.....	.....	86	86	.8
Cement, brick, and lime	.....	.....	1,140	1,140	10.7
Agric. impl. (and wagons, etc.)	.....	.....	44	44	.4
Household goods and furniture	.....	.....	.....	12	.1
Other manufactures	.....	.....	733	733	6.9
Total manufactures	.....	.....	2,003	2,036	19.1
Merchandise	.....	.....	1,411	1,411	13.2
Grand total all commodities	.....	.....	7,510	10,628	100.0
62. Kanona and Prattsburgh:					
Grain	362	362	528	890	5.85
Flour	468	468	285	753	4.95
Hay	3,032	3,032	.....	3,032	19.92
Fruit and vegetables	4,474	4,474	4	4,478	29.42
Total products of agriculture	8,336	8,336	817	9,153	60.14
Live stock	266	266	10	276	1.81
Wool	22	22	.....	22	.15
Hides and leather	5	5	.....	5	.03
Total products of animals	293	293	10	303	1.99
Anthracite coal	.....	.....	1,620	1,620	10 64
Bituminous coal	.....	.....	963	963	6.33
Stone, sand,and other like articles	.....	.....	21	21	.14
Other products of mines	1	1	578	579	3.80
Total products of mines	1	1	3,182	3,183	20.91
Lumber	21	21	376	397	2.61
Other products of forests	39	39	.....	39	.25
Total products of forests	60	60	376	436	2 86
Petroleum and other oils	.....	.....	180	180	1.18
Sugar	.....	.....	35	35	.23
Iron, pig and bloom	37	37	.....	37	.24
Cement, brick, and lime	.....	.....	236	236	1.56
Household goods and furniture	44	44	25	69	.45
Other manufactures	148	148	711	859	5.64
Total manufactures	229	229	1,187	1,416	9.30
Merchandise	52	52	397	449	2.95
Mis. commod. not spec. above	117	117	165	282	1.85
Grand total all commodities	9,088	9,088	6,134	15,222	100.00
63. Keeseville, Ausable Chasm and Lake Champlain:					
Grain	1	1	100	101	.37
Flour	1	1	400	401	1.48
Hay	60	60	.....	60	.22
Other products of agriculture	150	150	410	560	2.06
Total products of agriculture	212	212	910	1.122	4 13

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
63. Keeseville, Ausable Chasm and Lake Champlain (*concluded*):					
Packing house products	1	1	231	232	.86
Anthracite coal	.....	.....	7,614	7,614	28.08
Bituminous coal	.....	.....	720	720	2.65
Total products of mines	.....	.....	8,334	8,334	30.73
Lumber	2,100	2,100	1,671	3,771	13.91
Petroleum and other oils	.....	.....	412	412	1.52
Castings and machinery	.....	.....	53	53	.22
Agricultural implements	.....	.....	128	128	.47
Other manufactures	7,420	7,420	2,120	9,540	35.18
Total manufactures	7,420	7,420	2,713	10,133	37.39
Merchandise	5	5	460	465	1.72
Mis. commod. not spec. above	532	532	2,521	3,053	11.26
Grand total all commodities	10,270	10,270	16,840	27,110	100.00
65. Glenfield and Western:					
Grain	.....	.....	390	390	1.68
Flour	.....	.....	20	20	.08
Other mill products	.....	.....	80	80	.34
Hay	32	32	52	84	.36
Fruit and vegetables	120	120	.....	120	.52
Total products of agriculture	152	152	542	694	2.98
Dressed meats	1	1	.....	1	.01
Anthracite coal	.....	.....	495	495	2.12
Bituminous coal	.....	.....	70	70	.30
Total products of mines	.....	.....	565	565	2.42
Lumber	50	50	.....	50	.21
Other products of forests	21,693	21,693	.....	21,693	93.20
Total products of forests	21,743	21,743	.....	21,743	93.41
Petroleum and other oils	.....	.....	1	1	.01
Sugar	.....	.....	2	2	.01
Iron and steel rails	.....	.....	266	266	1.14
Cement, brick, and lime	.....	.....	2	2	.01
Wines, liquors, and beers	.....	.....	1	1	.01
Total manufactures	.....	.....	272	272	1.18
Grand total all commodities	21,896	21,896	1,379	23,275	100.00
66. Middleburgh and Schoharie:					
Grain	.....	.....	1,400	1,400	12.65
Hay	100	100	.....	100	.90
Fruits and vegetables	675	675	.....	675	6.10
Other products of agriculture	700	700	.....	700	6.32
Total products of agriculture	1,475	1,475	1,400	2,875	25.97
Dressed meats	.....	.....	10	10	.09
Other packing house products	.....	.....	10	10	.09
Poultry, game, and fish	.....	.....	5	5	.04
Wool	30	30	.....	30	.27
Other products of animals	10	10	.....	10	.09
Total products of animals	40	40	25	65	.58
Anthracite coal	.....	.....	2,500	2,500	22.58
Bituminous coal	.....	.....	300	300	2.71
Stone, sand, and other like articles	.....	.....	150	150	1.35
Other products of mines	.....	.....	100	100	.90
Total products of mines	.....	.....	3,050	3,050	27.54
Lumber	3,345	3,345	.....	3,345	30.24
Sugar	.....	.....	75	75	.68
Castings and machinery	.....	.....	15	15	.14
Cement, brick, and lime	.....	.....	175	175	1.59
Agricultural implements	.....	.....	20	20	.18
Wagons, carriages, tools, etc	.....	.....	5	5	.04
Wines, liquors, and beers	.....	.....	150	150	1.35
Household goods and furniture	.....	.....	100	100	.90
Other manufactures	.....	.....	60	60	.54
Total manufactures	.....	.....	600	600	5.42
Merchandise	40	40	1,000	1,040	9.40
Mis. commod. not spec. above	.....	.....	94	94	.85
Grand total all commodities	4,900	4,900	6,169	11,069	100.00
67. Tunesassa and Bradford:					
Lumber	7,680	7,680	.....	7,680	14.7
Other products of forests	44,535	44,535	.....	44,535	85.3
Total products of forests	52,215	52,215	.....	52,215	100.0
Grand total all commodities	52,215	52,215	.....	52,215	100.0
68. Fulton Chain:					
Grain	.....	.....	40	40	.3
Hay	10	10	14	24	.2
Fruit and vegetables	.....	.....	16	16	.1
Total products of agriculture	10	10	70	80	.6
Dressed meats	.....	.....	310	310	2.5
Other products of animals	.....	.....	1	1	.....
Total products of animals	.....	.....	311	311	2.5
Bituminous coal	.....	.....	880	880	7.0
Lumber	30	30	80	110	.9
Other products of forests	.....	.....	904	904	7.2
Total products of forests	30	30	984	1,014	8.1
Petroleum and other oils	.....	.....	105	105	.8
Castings and machinery	.....	.....	25	25	.2
Cement, brick, and lime	.....	.....	36	36	.3
Wines, liquors, and beers	.....	.....	2	2	.....
Household goods and furniture	20	20	44	64	.5
Other manufactures	70	70	478	548	4.4
Total manufactures	90	90	690	780	6.2
Mis. commod. not spec. above	9,441	9,441	40	9,481	75.6
Grand total all commodities	9,571	9,571	2,975	12,546	100.0
69. Champlain and St. Lawrence:					
Grain	.....	.....	918	918	.22
Hay	.....	.....	267	267	.06
Tobacco	.....	.....	1,450	1,450	.35
Cotton	.....	.....	42	42	.01
Fruit and vegetables	.....	.....	8,059	8,059	1.92
Total products of agriculture	.....	.....	10,736	10,736	2.56
Live stock	.....	.....	171	171	.04
Other packing house products	.....	.....	14	14	.00
Poultry, game, and fish	.....	.....	250	250	.06
Hides and leather	.....	.....	257	257	.06
Other products of animals	.....	.....	43	43	.01
Total products of animals	.....	.....	735	735	.18
Anthracite coal	.....	.....	198,485	198,485	47.40
Bituminous coal	.....	.....	20,354	20,354	4.86
Coke	.....	.....	1,800	1,800	.43
Ores	.....	.....	43	43	.01
Stone, sand, and other like articles	.....	.....	7,150	7,150	1.71
Total products of mines	.....	.....	227,832	227,832	54.41
Lumber	.....	.....	52,837	52,837	12.62
Other products of forests	1	1	82,343	82,344	19.66
Total products of forests	1	1	135,180	135,181	32.28
Petroleum and other oils	.....	.....	5,022	5,022	1.20
Iron, pig and bloom	.....	.....	66	66	.01
Iron and steel rails	.....	.....	6,258	6,258	1.49
Other castings and machinery	.....	.....	1,452	1,452	.35
Bar and sheet metal	.....	.....	2,664	2,664	.64
Cement, brick, and lime	.....	.....	2,098	2,098	.50
Agricultural implements	.....	.....	114	114	.02
Wagons, carriages, tools, etc	.....	.....	25	25	.01
Wines, liquors, and beers	.....	.....	3	3	.00
Household goods and furniture	7	7	231	238	.06
Other manufactures	27	27	1,220	1,247	.30
Total manufactures	34	34	19,153	19,187	4.58
Merchandise	16	16	4,722	4,738	1.13
Mis. commod. not spec. above	12	12	20,319	20,331	4.86
Grand total all commodities	63	63	418,677	418,740	100.00
71. Port Chester Terminal:					
Anthracite coal	.....	.....	934	934	1.14
Bituminous coal	.....	.....	8,943	8,943	11.00
Coke	.....	.....	301	301	.36
Total products of mines	.....	.....	10,178	10,178	12.50

TABLE 111a: COMMODITIES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

Commodity.	Number of tons originating on road.		Number of tons received from connecting carriers.	Total freight carried.	
	In New York State.	On entire line.		Number of tons.	Per cent of whole.
71. Port Chester Terminal (*Concluded*):					
Lumber	.....	.....	1,541	1,541	1.90
Other products of forests	.....	.....	84	84	.10
Total products of forests	.....	.....	1,625	1,625	2.00
Petroleum and other oils	.....	.....	1,233	1,233	1.51
Castings and machinery	35,225	35,225	195	35,420	43.48
Bar and sheet metal	.....	.....	32,638	32,638	40.08
Cement, brick, and lime	.....	.....	138	138	.17
Other manufactures	.....	.....	189	189	.23
Total manufactures	35,225	35,225	34,393	69,618	85.48
Mis. commod. not spec. above	.....	.....	15	15	.02
Grand total all commodities	35,225	35,225	46,211	81,436	100.00
72. Dexter and Northern:					
Flour	.....	.....	15	15	.06
Bituminous coal	.....	.....	4,710	4,710	18.45
Stone, sand, and other like articles	.....	.....	120	120	.47
Total products of mines	.....	.....	4,830	4,830	18.92
Lumber	.....	.....	160	160	.63
Other products of forests	.....	.....	10,260	10,260	40.19
Total products of forests	.....	.....	10,420	10,420	40.82
Castings and machinery	.....	.....	270	270	1.06
Cement, brick, and lime	.....	.....	80	80	.32
Other manufactures	9,670	9,670	240	9,910	38.82
Total manufactures	9,670	9,670	590	10,260	40.20
Grand total all commodities	9,670	9,670	15,855	25,525	100.00

The following named corporations do not furnish information appropriate to this schedule:

23. South Buffalo.
27. Buffalo Creek.
32. Terminal Railway of Buffalo.
35. Jamestown, Chautauqua & Lake Erie.
41. Catskill Mountain.
42. New York, Auburn & Lansing.
44. Niagara Junction.
47. Owasco River.
55. Erie & Central New York (included in report of Delaware, Lackawanna & Western).
64. Otis.
70. Catskill & Tannersville.
73. Erie Terminals.

Philadelphia & Reading Coal & Iron Co. reports 367,672 tons of anthracite and 4795 tons of bituminous coal carried.

TABLE 111b: COMMODITIES IN CARLOAD LOTS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The statements relate to the entire operations of the corporations; no returns are available for the traffic and the revenue pertaining to the State of New York alone. Only those corporations are shown which report the number of tons of certain selected commodities carried in carload lots.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Commodity.	Number of tons.	Number of ton-miles.	Average haul.	Revenue from freight.	Av. rev. per t.-m.
	Carloads.		*Miles.*	*Dollars.*	*Cents.*
2. New York Central and Hudson River:					
Grain	1,943,452	601,406,377	309.	2,057,204	.342
Hay	456,326	133,064,688	292.	888,551	.668
Cotton	101,326	22,268,099	220.	166,582	.748
Live stock	524,370	166,646,667	318.	1,188,280	.713
Dressed meats	231,360	80,123,552	346.	754,381	.942
Anthracite coal	5,405,940	901,318,745	167.	4,195,697	.466
Bituminous coal	12,155,183	2,520,771,346	207.	9,472,835	.376
Lumber	1,584,866	268,923,289	170.	1,845,860	.686
4. Lake Shore and Michigan Southern:					
Grain	1,619,654	424,063,974	261.80	1,368,485	.323
Hay	316,497	71,919,193	227.20	456,343	.635
Cotton	37,996	9,735,386	256.20	43,465	.446
Live stock	485,125	164,828,452	339.80	1,036,967	.629
Dressed meats	172,058	60,582,268	352.10	513,469	.848
Anthracite coal	1,226,072	433,501,144	353.60	1,307,181	.302
Bituminous coal	8,891,191	1,290,831,756	145.20	4,424,247	.343
Lumber	870,979	140,006,704	160.70	767,264	.548
8. Delaware, Lackawanna and Western:					
Grain	714,078	215,827,952	302.	807,896	.374
Hay	89,126	25,317,878	284.	178,838	.706
Cotton	33,739	9,827,469	291.	61,919	.630
Live stock	62,925	14,962,954	238.	158,545	1.060
Dressed meats	122,557	40,273,221	329.	382,707	.950
Anthracite coal	10,298,870	1,929,304,534	187.	14,544,751	.754
Bituminous coal	1,456,028	72,956,553	50.	497,326	.682
Lumber	441,032	59,384,375	135.	394,975	.665
11. New York, Chicago and St. Louis:					
Grain	648,792	213,686,592	329.	645,972	.302
Hay	92,909	20,698,954	223.	123,167	.595
Cotton	40,518	13,191,568	326.	54,885	.416
Live stock	113,779	30,990,061	272.	245,453	.792
Dressed meats	156,324	71,919,920	460.	595,110	.827
Anthracite coal	622,709	236,515,550	380.	697,940	.295
Bituminous coal	1,269,518	108,858,217	86.	541,699	.498
Lumber	372,032	90,066,465	242.	356,247	.396
13. Buffalo, Rochester and Pittsburgh:					
Grain	54,593	8,645,821	158.	41,231	.477
Hay	10,466	724,286	69.	10,778	1.488
Cotton	793	83,581	105.	631	.755
Live stock	5,048	383,209	76.	6,895	1.799
Dressed meats	5,136	604,590	118.	7,435	1.230
Anthracite coal	73,893	4,926,799	67.	34,670	.704
Bituminous coal	6,526,087	1,075,405,983	165.	4,661,660	.433
Lumber	236,687	26,942,560	114.	196,336	.729
14. New York, Ontario and Western:					
Grain	64,366	9,374,545	145.64	58,486	.623
Hay	22,429	4,403,272	196.32	34,277	.778
Cotton	3,938	779,238	197.87	4,957	.636
Live stock	9,546	1,480,704	155.11	24,298	1.641
Dressed meats	396	5,775	145.83	475	8.218
Anthracite coal	3,753,298	597,818,570	132.63	4,008,838	.670
Bituminous coal	389,884	37,248,976	95 53	143,634	.385
Lumber	108,613	11,866,283	109.25	102,548	.864
15. Rutland:					
Grain	114,127	29,754,852	260.71	106,427	.357
Hay	22,539	3,668,088	162.74	30,273	.898
Cotton	1,724	306,407	177.73	2,039	.665
Live stock	12,242	844,873	69.01	11,613	1.374
Dressed meats	1,950	191,996	98.45	2,912	1.516
Anthracite coal	194,422	16,623,936	85.50	106,608	.641
Bituminous coal	322,808	32,163,789	99.63	152,476	.474
Lumber	140,621	16,087,260	114.19	101,319	.629
18. Buffalo and Susquehanna:					
Grain	10,845	816,769	75.31	7,462	.914
Hay	11,145	465,496	41.77	10,190	2.189
Live stock	948	44,956	47.42	1,173	2.610
Dressed meats	14	2,347	167.64	20	.841
Anthracite coal	12,194	902,097	73.98	7,982	.885
Bituminous coal	1,263,491	201,138,578	159.19	928,654	.462
Lumber	440,355	28,636,841	65.03	380,919	1.330
20. Pittsburg, Shawmut and Northern, Receiver:					
Grain	1,352	27,750	20.50	557	2.
Hay	3,703	149,112	40.20	2,930	1.960
Cotton	622	25,650	41.20	693	2.700
Anthracite coal	3,377	120,493	35.60	1,206	1.
Bituminous coal	1,347,839	156,043,609	115.70	727,497	.470
Lumber	77,374	3,921,436	50.60	42,089	1.070
21. Ulster and Delaware:					
Grain	8,693	201,250	23.15	10,811	5.371
Hay	2,652	83,557	31.51	3,474	4.157
Live stock	2,174	112,302	51.66	3,700	3.294
Anthracite coal	476,587	49,855,818	104.61	259,817	.521
Bituminous coal	41,285	3,154,205	76.40	26,838	.851
Lumber	15,697	407,385	25.95	15,678	3.848
22. Syracuse, Binghamton and New York:					
Grain	22,828	1,474,685	65.	6,325	.429
Hay	5,367	335,457	63.	3,769	1.123
Cotton	1,147	96,264	84.	919	.954
Live stock	7,730	373,456	48.	6,256	1.675
Dressed meats	17,668	1,311,158	74.	12,680	.967
Bituminous coal	112,967	7,783,855	69.	28,213	.364
Lumber	82,603	3,616,739	69.	26,254	.726

Commodity.	Number of tons.	Number of ton-miles.	Average haul.	Revenue from freight.	Av. rev. per t.-m.
	Carloads.		*Miles.*	*Dollars.*	*Cents.*
24. Lehigh and New England:					
Grain	15,540	456,547	29.30	9,024	1.976
Hay	334	12,042	36.05	295	2.446
Live stock	336	8,309	22.70	420	5.052
Anthracite coal	235,364	17,525,591	74.50	118,425	.676
Bituminous coal	532,590	15,891,919	29.80	171,447	1.079
Lumber	9,393	228,415	24.30	5,338	2.337
26. St. Lawrence and Adirondack:					
Grain	1,234	40,811	33.	649	1.590
Hay	26,532	1,435,740	54.	16,429	1.144
Cotton	1,428	46,730	33.	1,014	2.169
Live stock	955	16,934	18.	701	4.140
Dressed meats	252	16,380	65.	159	.972
Anthracite coal	183,342	9,138,250	49.	65,102	.712
Bituminous coal	153,206	6,949,251	45.	50,095	.721
Lumber	65,390	2,667,568	41.	27,664	1.036
28. Fonda, Johnstown and Gloversville:					
Grain	6,999	84,909	12.13	6,196	7.297
Hay	200	1,613	8.01	134	8.304
Cotton	28	226	8.07	22	9.911
Live stock	106	1,220	11.51	108	8.852
Dressed meats	1,636	14,818	9.06	2,390	16.130
Anthracite coal	73,640	703,378	9.55	54,696	7.776
Bituminous coal	46,765	447,092	9.56	28,193	6.306
Lumber	6,931	90,881	13.11	4,774	5.253
29. Dunkirk, Allegheny Valley and Pittsburgh:					
Grain	8,829	369,785	41.90	3,931	1.063
Hay	2,108	50,166	23.80	1,546	3.082
Live stock	2,156	67,053	31.10	2,216	3.304
Dressed meats	933	28,140	30.20	964	3.425
Anthracite coal	12,291	304,309	24.80	4,003	1.315
Bituminous coal	26,858	863,349	32.10	5,998	.695
Lumber	27,325	881,718	32.30	15,541	1.763
30. Lake Champlain and Moriah:					
Anthracite coal	458	3,205	7.	385	12.
Bituminous coal	15,773	110,412	7.	13,249	12.
31. New York and Ottawa:					
Grain	1,763	42,669	24.	1,438	3.370
Hay	3,091	94,038	30.	2,879	3.060
Cotton	176	7,189	4.	149	2.080
Live stock	717	28,569	40.	1,085	3.800
Anthracite coal	33,131	479,447	14.	10,822	2.260
Bituminous coal	21,034	326,977	16.	7,043	2.150
Lumber	12,163	268,268	22.	4,827	1.800
34. Genesee and Wyoming:					
Grain	115	920	.....	52	5.620
Hay	376	3,008	.....	211	7.020
Anthracite coal	1,001	10,010	.....	397	3.960
Bituminous coal	6,820	68,200	.....	2,745	4.020
Lumber	999	9,990	.....	398	3.980
36. New York and Pennsylvania:					
Grain	2,803	61,726	22.	1,486	2.407
Hay	6,035	111,218	18.40	4,568	4.108
Live stock	1,831	50,214	27.20	1,708	3.401
Bituminous coal	12,409	437,324	35.20	4,929	1.104
Lumber	36,857	849,422	23.10	16,979	1.999
37. Delaware and Eastern:					
Grain	1,840	30,357	20.30	1,210	3.980
Hay	248	5,359	6.36	227	4.240
Live stock	117	3,549	3.37	134	3.780
Anthracite coal	3,277	76,794	26.35	2,587	3.370
Bituminous coal	575	10,074	2.82	438	4.340
Lumber	6,508	164,591	69.54	5,669	3.440
37½. Delaware and Eastern, Receivers:					
Grain	1,042	27,057	7.04	622	2.290
Hay	120	2,130	1.68	125	5.860
Live stock	20	1,690	.43	20	1.180
Anthracite coal	1,755	34,307	4.84	1,343	3.910
Bituminous coal	272	2,881	.77	181	6.270
Lumber	3,947	86,852	12.12	3,116	3.590
38. Norwood and St. Lawrence:					
Grain	705	.....	.....	212	.....
Hay	30	.....	.....	9	.....
Live stock	138	.....	.....	48	.....
Anthracite coal	1,751	.....	.....	773	.....
Bituminous coal	32,237	.....	.....	10,283	.....
Lumber	410	.....	.....	123	.....
40. Little Falls and Dolgeville:					
Grain	2,273	26,441	11.63	2,503	9.466
Hay	583	5,776	9.91	354	6.182
Anthracite coal	6,677	70,682	10.59	6,752	9.553
Bituminous coal	3,646	37,219	10.21	3,652	9.811
Lumber	16,976	174,476	10.28	5,962	3.417
45. Unadilla Valley:					
Grain	8,361	121,300	.....	6,689	5.514
Hay	103	1,080	.....	67	6.200
Live stock	935	10,505	.....	1,140	10.846
Anthracite coal	5,592	83,880	.....	2,237	2.667
Bituminous coal	5,351	58,861	.....	2,140	3.635
Lumber	902	9,922	.....	564	5.686

TABLE 111b: COMMODITIES IN CARLOAD LOTS, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

The statements relate to the entire operations of the corporations; no returns are available for the traffic and the revenue pertaining to the State of New York alone. Only those corporations are shown which report the number of tons of certain selected commodities carried in carload lots.

The corporations are named in the order of their revenues from railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Commodity.	Number of tons.	Number of ton-miles.	Average haul.	Revenue from freight.	Av. rev. per t.-m.
	Carloads.		*Miles.*	*Dollars.*	*Cents.*
46. Silver Lake:					
Grain	4,238	29,073	6.86	1,712	5.887
Hay	104	713	.....	43	6.031
Live stock	1,594	10,935	.....	915	8.367
Anthracite coal	9,331	64,011	.....	2,919	4.560
Bituminous coal	21,959	150,639	.....	6,584	4.369
Lumber	3,183	21,835	.....	1,042	4.771
48. Skaneateles:					
Grain	214	1,070	5.	128	11.962
Hay	732	3,660	5.	439	11.961
Anthracite coal	8,035	37,678	4.70	4,569	12.126
Bituminous coal	23,760	62,085	2.60	9,003	14.499
Lumber	1,983	7,535	3.80	924	12.263
51. Buffalo, Attica and Arcade:					
Grain	1,224	22,436	18.33	626	2.792
Hay	1,857	21,208	11.42	1,259	5.934
Live stock	601	8,200	13.64	682	8.311
Anthracite coal	3,371	35,037	10.39	864	2.464
Bituminous coal	7,285	25,991	3.57	2,052	7.894
Lumber	3,045	36,316	11.93	1,577	4.343
52. Raquette Lake:					
Grain	233	4,194	18.	358	8.533
Hay	526	9,378	18.	826	8.812
Anthracite coal	1,083	19,656	18.	498	2.535
Bituminous coal	358	6,624	18.	264	3.993
Lumber	2,465	22,761	9.	1,507	6.621
53. Lowville and Beaver River:					
Grain	2,746	28,833	10.50	1,967	6.820
Live stock	36	378	10.50	56	1.482
Anthracite coal	777	7,743	9.96	566	7.310
Bituminous coal	6,727	53,816	8.00	2,691	5.
Lumber	1,468	15,514	10 50	937	6.080
54. Dansville and Mount Morris:					
Grain	775	11,315	14.60	320	2.828
Hay	1,625	23,725	14.60	756	3.185
Anthracite coal	7,359	107,441	14.60	2,628	2.435
Bituminous coal	9,030	131,838	14.60	3,161	2.398
Lumber	1,894	27,652	14.60	706	2.552
56. Marcellus and Otisco Lake:					
Grain	4,625	17,561	3.80	1,121	6.380
Hay	1,065	8,360	7.80	862	10.311
Anthracite coal, Bituminous coal	17,659	56,674	3.20	5,137	9.064
Lumber	1,750	7,301	4.10	699	9.574
57. Cranberry Lake:					
Grain	700	4,200	6.	420	10.
Hay	870	5,220	6.	1,044	20.
Bituminous coal	200	1,200	6.	60	5.
Lumber	32,035	192,210	6.	12,814	6.667
60. Sterling Mountain:					
Anthracite coal	103	.....	.....	.....	.....
Lumber	50	.....	.....	.....	.....
61. Carthage and Copenhagen:					
Grain	651	.....	.....	.....	.....
Hay	10	.....	.....	.....	.....
Live stock	125	.....	.....	.....	.....
Anthracite coal	1,349	.....	.....	.....	.....
Bituminous coal	249	.....	.....	.....	.....
62. Kanona and Prattsburgh:					
Grain	890	10,181	11.44	344	3.280
Hay	3,032	34,686	11.44	1,819	5.244
Live stock	276	3,157	11.44	173	5.497
Anthracite coal	1,620	18,532	11.44	810	4.370
Bituminous coal	963	11,016	11.44	337	3.059
Lumber	397	4,541	11.44	194	4.272
65. Glenfield and Western:					
Grain	390	3,745	7.	164	4.379
Anthracite coal	495	3,026	6.	147	4.857
Lumber	50	724	6.	30	4.143
66. Middleburgh and Schoharie:					
Hay	100	.....	.....	.....	.....
Anthracite coal	2,500	.....	.....	.....	.....
Bituminous coal	300	.....	.....	.....	.....
Lumber	3,345	.....	.....	.....	.....
68. Fulton Chain:					
Grain	40	88	2.21	9	9.886
Hay	24	53	2.21	7	13.358
Dressed meats	300	663	2.21	90	13.575
Bituminous coal	834	1,834	2.21	189	10.269
Lumber	110	243	2.21	31	12.782
72. Dexter and Northern:					
Bituminous coal	4,710	9,420	2.	.....	.....

TABLE 112: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The figures given are for the "rail operations" of the corporation as a whole; they are not segregated according to state lines. The number of employees stated for any particular class is the number as shown by the payroll for June 30, 1910. The average pay per day is that reported by the corporation, and in some cases, as where the pay is on other than a time basis, a constructive day is used.

The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corp'n No.	Name of corporation.	Officers.				General office clerks.		Station men.				Trainmen.								Corp'n No.
		General.		Other.				Agents.		Other.		Engineers.		Firemen.		Conductors.		Other.		
		Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	
1	Pennsylvania	81	$27.33	710	$6.59	6,020	$2.80	1,003	$2.70	11,698	$2.05	3,950	$4.99	4,131	$2.99	2,851	$4.13	9,835	$3.02	1
2	New York Central & Hudson River	16	55.75	307	10.37	3,855	3.03	1,052	2.72	8,246	1.99	2,220	5.20	2,241	3.00	1,796	4.13	4,050	2.84	2
3	New York, New Haven & Hartford	33	26.99	134	7.25	1,444	2.30	810	2.28	4,920	2.02	1,200	3.97	1,235	2.28	1,112	3.44	3,377	2.39	3
4	Lake Shore & Michigan Southern	32	40.00	50	12.67	944	2.77	271	2.30	3,947	1.84	1,238	4.05	1,298	2.44	1,031	3.67	2,441	2.84	4
5	Erie	54	18.24	100	7.62	2,072	2.10	497	2.00	5,573	1.62	1,361	3.97	1,492	2.44	1,036	3.42	2,821	2.53	5
6	Boston & Maine	21	29.35	106	7.24	1,168	2.17	778	2.12	5,306	2.00	1,267	3.88	1,210	2.34	1,078	3.66	3,187	2.64	6
7	Lehigh Valley	19	23.19	28	12.32	878	2.24	921	1.89	1,360	1.70	829	3.73	933	2.45	627	3.36	1,671	2.50	7
8	Delaware, Lackawanna & Western [1]	20	27.38	99	7.52	390	2.33	245	2.32	1,578	1.84	790	3.94	846	2.43	605	3.75	1,475	2.64	8
9	Delaware & Hudson	9	20.69	24	10.79	446	2.09	441	1.77	579	1.68	467	4.83	489	2.95	382	3.48	914	2.56	9
10	Northern Central	3	8.20	41	6.19	188	2.37	140	2.73	1,196	2.00	284	4.83	297	2.80	224	3.96	624	2.86	10
11	New York, Chicago & St. Louis	12	12.07	14	11.74	223	2.66	108	2.27	50	1.49	255	5.08	233	2.97	246	4.22	490	3.13	11
12	Long Island	7	22.90	35	9.76	198	2.43	182	2.28	403	1.59	228	4.27	196	2.48	160	4.02	445	2.44	12
13	Buffalo, Rochester & Pittsburgh	6	31.66	54	6.66	77	2.26	90	2.17	253	1.90	238	4.55	251	2.64	120	3.51	544	2.90	13
14	New York, Ontario & Western	9	21.52	44	5.51	161	2.23	154	1.72	179	1.67	222	4.06	244	2.42	147	3.60	568	2.43	14
15	Rutland	14	8.17	8	3.65	128	1.91	82	1.80	179	1.47	80	4.40	80	2.58	51	4.09	120	2.35	15
16	Central New England	1	4.16	17	5.00	30	1.86	54	2.07	197	1.72	60	4.18	58	2.23	31	3.23	156	2.33	16
17	New York, Susquehanna & Western	2	1.72	4	6.13	31	1.80	62	1.86	391	1.77	72	3.64	75	2.26	64	3.25	221	2.14	17
18	Buffalo & Susquehanna	9	15.91	8	4.60	75	1.84	56	1.65	55	1.46	77	3.79	77	2.42	61	3.16	128	2.20	18
19	Lehigh & Hudson River	6	10.45	4	9.64	49	2.23	21	1.55	9	1.14	34	4.08	36	2.59	33	3.41	86	2.35	19
20	Pittsburg, Shawmut & Northern	4	9.28	10	5.21	77	2.06	30	1.73	18	1.14	60	3.85	83	2.42	41	3.64	100	2.24	20
21	Ulster & Delaware	8	10.71	8	4.86	23	2.12	39	2.03	62	1.37	35	3.85	38	2.38	28	3.29	88	2.24	21
22	Syracuse, Binghamton & New York	.....	27.37	3	7.79	20	2.34	18	2.01	90	1.88	21	3.87	21	2.40	14	3.92	37	2.55	22
23	South Buffalo	9	5.27	13	4.34	2	3.22	2	2.46	14	1.78	44	4.21	41	2.71	36	4.13	38	3.71	23
24	Lehigh & New England	9	5.68	7	3.79	52	2.37	15	2.03	29	1.58	22	3.66	22	2.33	17	3.10	48	2.23	24
25	New Jersey & New York	.....	.....	.....	.....	3	1.75	27	1.58	13	.98	18	3.89	20	2.33	15	3.69	46	2.35	25
26	St. Lawrence & Adirondack	.....	.....	.....	.....	.....	.....	10	1.96	4	1.28	9	5.40	9	3.19	7	4.33	11	2.81	26
27	Buffalo Creek	.....	.....	3	5.00	.....	.....	.....	.....	.....	.....	12	4.26	12	2.70	12	3.88	24	3.56	27
28	Fonda, Johnstown & Gloversville	5	7.25	8	7.21	15	2.10	13	2.02	24	1.87	5	3.50	5	2.00	50	2.25	55	2.19	28
29	Dunkirk, Allegheny Valley & Pittsburgh	.....	.....	.....	.....	.....	.....	18	1.68	25	1.73	11	3.84	8	2.30	8	3.13	18	2.23	29
30	Lake Champlain & Moriah	2	6.02	.....	.....	4	2.58	.....	.....	.....	.....	5	2.68	5	2.10	5	2.16	19	1.85	30
31	New York & Ottawa	3	10.12	2	4.80	10	2.11	10	1.73	4	1.10	7	4.13	7	2.47	7	3.33	16	2.16	31
32	Terminal Railway of Buffalo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	Greenwich & Johnsonville	.....	.....	1	6.61	.....	.....	9	1.25	2	1.50	4	2.15	4	1.74	4	2.03	6	1.82	33
34	Genesee & Wyoming	5	5.40	.....	.....	3	2.35	3	1.98	1	.52	2	2.51	2	2.03	2	2.64	3	2.01	34
35	Jamestown, Chautauqua & Lake Erie	3	.....	3	3.83	10	1.61	8	1.41	31	1.54	6	3.23	6	1.95	5	2.53	8	2.09	35
36	New York & Pennsylvania	2	4.79	.....	.....	7	2.02	9	1.69	3	.94	5	3.00	5	1.85	5	2.54	9	1.91	36
37	Delaware & Eastern [3]	3	2.58	.....	.....	8	3.16	10	1.77	2	.61	3	2.49	3	1.47	3	2.17	6	2.11	37
37½	Delaware & Eastern (Receivers)	1	8.25	1	5.77	9	2.94	10	1.77	2	.62	2	3.15	2	1.73	2	2.79	6	1.53	37½
38	Norwood & St. Lawrence	5	5.56	1	5.42	1	2.01	5	2.09	1	1.92	3	3.15	3	2.00	3	2.70	5	1.70	38
39	Connecting Terminal	1	4.11	1	.83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Little Falls & Dolgeville	.....	.....	1	8.31	1	2.58	4	1.42	9	1.37	2	3.95	2	1.91	2	3.17	3	1.76	40
41	Catskill Mountain	4	4.16	.....	.....	2	1.22	6	1.62	5	1.43	4	2.52	4	1.77	3	2.16	14	1.62	41
42	New York, Auburn & Lansing	4	4.79	3	3.44	1	1.56	8	.98	3	1.02	2	3.67	2	2.30	4	2.62	5	2.18	42
43	Cooperstown & Charlotte Valley	.....	.....	.....	.....	.....	.....	4	1.65	2	1.38	2	4.31	2	2.61	2	4.61	4	3.11	43
44	Niagara Junction	5	.....	1	5.27	9	.61	.....	.....	.....	.....	2	3.63	2	2.60	2	3.22	2	2.61	44
45	Unadilla Valley	10	2.00	.....	.....	.....	.....	6	1.18	.....	.....	1	3.18	1	2.40	1	2.46	4	1.64	45
46	Silver Lake	4	6.37	1	3.29	.....	.....	.....	.....	3	1.43	2	2.60	2	1.70	2	2.05	3	1.70	46
47	Owasco River	3	8.31	1	4.32	10	2.77	.....	.....	3	1.93	3	3.03	4	2.22	5	2.74	5	2.23	47
48	Skaneateles	2	6.07	.....	.....	3	1.91	1	2.74	1	.38	2	2.49	2	1.82	1	2.11	2	1.53	48
49	Bath & Hammondsport	.....	.....	1	4.93	1	2.40	3	1.15	3	1.24	2	1.96	2	1.26	2	2.03	2	1.32	49
50	United States & Canada	1	22.03	5	9.55	6	1.96	3	1.69	1	.96	1	5.42	1	3.16	6	2.15	14	1.50	50
51	Buffalo, Attica & Arcade	5	6.46	2	4.27	18	2.53	8	1.18	4	.50	1	2.60	1	1.90	1	1.54	2	1.84	51
52	Raquette Lake	.....	.....	.....	.....	.....	.....	3	1.71	2	1.18	2	4.04	1	2.69	2	3.52	2	2.98	52
53	Lowville & Beaver River	7	3.83	.....	.....	1	1.58	3	2.02	.....	.....	2	3.24	1	2.00	1	2.94	2	1.94	53
54	Dansville & Mount Morris	2	2.92	2	4.02	1	1.01	1	.29	4	1.07	3	1.54	2	1.73	1	2.12	2	1.82	54
56	Marcellus & Otisco Lake	1	4.93	.....	.....	.....	.....	2	1.67	1	.83	1	2.72	1	1.96	1	2.58	1	1.74	56
57	Cranberry Lake	6	.....	.....	.....	1	.96	2	1.92	.....	.....	1	3.00	1	2.25	1	3.00	1	2.25	57
58	Schoharie Valley	1	14.58	1	5.19	.....	.....	2	1.12	2	.81	1	1.29	1	.07	1	1.16	1	1.70	58
60	Sterling Mountain	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	3.25	1	2.00	1	1.75	2	1.75	60
61	Carthage & Copenhagen	1	1.00	1	4.00	.....	.....	2	2.69	.....	.....	1	3.00	1	2.25	1	2.50	.....	.....	61
62	Kanona & Prattsburgh	3	.....	2	.....	1	2.97	3	2.05	1	.98	1	1.64	1	1.31	1	1.48	1	1.15	62
63	Keeseville, Ausable Chasm & Lake Champlain	1	.27	1	2.13	2	1.47	1	1.15	1	1.31	.....	.....	.....	.....	1	1.97	1	1.62	63
64	Otis	5	.68	.....	.....	.....	.....	2	1.45	5	1.33	1	2.75	1	1.41	2	1.37	.....	.....	64
65	Glenfield & Western	1	4.04	.....	.....	2	1.17	.....	.....	.....	.....	2	3.12	2	2.00	1	2.00	.....	.....	65
66	Middleburgh & Schoharie	2	2.31	1	.16	.....	.....	2	2.90	1	1.16	1	2.73	1	1.90	1	1.90	1	1.73	66
67	Tunesassa & Bradford	1	.96	.....	.....	.....	.....	.....	.....	.....	.....	[2]	.....	[2]	.....	[2]	.....	[2]	.....	67
68	Fulton Chain	.....	.....	2	1.20	1	1.41	.....	.....	.....	1.10	.....	2.75	.....	.....	.....	.....	.....	.87	68
69	Champlain & St. Lawrence	1	19.13	5	7.81	1	1.97	2	1.37	1	1.53	1	5.41	1	3.12	3	3.02	6	2.04	69
70	Catskill & Tannersville	5	.24	.....	.....	.....	.....	2	1.56	2	.90	1	2.60	1	1.51	1	2.29	2	1.48	70
72	Dexter & Northern	2	3.80	.....	.....	1	1.95	.....	.....	.....	.....	1	3.00	.....	.....	1	.61	1	2.29	72
73	Erie Terminals	.....	.....	.....	.....	1	1.31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73

Corp'n No.	Name of corporation.	Machinists.		Carpenters.		Other shopmen.		Section foremen.		Other trackmen.		Switch tenders, crossing tenders, and watchmen.		Telegraph operators and dispatchers.		Employees on floating equipment.		All other employees.		Corp'n No.
		Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	Number on pay-roll.	Average pay per day.	
1	Pennsylvania	6,407	$3.42	7,635	$2.78	14,140	$2.47	1,326	$2.19	15,783	$1.64	3,476	$1.85	4,641	$2.42	1,181	$2.63	13,004	$2.06	1
2	New York Central & Hudson River	7,680	2.43	1,869	2.50	5,386	2.34	1,062	2.17	11,868	1.48	2,376	1.74	973	2.41	1,092	2.82	4,751	2.32	2
3	New York, New Haven & Hartford	747	2.98	1,444	2.52	3,090	2.19	650	2.53	5,339	1.57	1,760	1.81	398	2.47	362	2.46	5,041	1.95	3
4	Lake Shore & Michigan Southern	580	3.41	584	2.56	3,335	2.47	444	2.01	9,608	1.56	845	1.44	533	2.08	11	2.44	6,385	2.22	4
5	Erie	1,220	2.87	1,734	1.93	6,591	1.79	467	2.06	7,105	1.54	1,066	1.41	957	1.96	923	2.31	432	1.99	5
6	Boston & Maine	608	2.71	991	2.68	2,958	2.07	663	2.50	4,648	1.76	1,958	1.74	533	2.19	38	1.27	1,403	1.78	6
7	Lehigh Valley	795	2.75	344	2.19	3,743	2.15	495	1.88	2,317	1.44	896	1.81	231	1.95	86	1.89	6,296	1.67	7
8	Delaware, Lackawanna & Western	307	2.85	644	2.62	2,088	2.16	283	1.93	3,494	1.42	810	1.49	203	2.29	1,094	2.29	5,823	1.99	8
9	Delaware & Hudson	496	2.54	304	2.13	1,441	1.92	242	2.17	1,079	1.46	790	1.65	233	2.05	.....	.....	1,531	1.87	9
10	Northern Central	297	2.90	444	2.95	583	2.32	133	2.14	1,215	1.64	323	1.55	492	2.07	4	2.33	425	2.08	10
11	New York, Chicago & St. Louis	147	2.59	460	2.32	334	2.27	115	2.03	1,289	1.55	240	1.30	203	2.22	.....	.....	2,093	2.08	11
12	Long Island	69	2.90	82	2.58	506	2.08	112	1.94	1,513	1.44	805	2.04	101	2.16	270	2.38	2,753	1.46	12
13	Buffalo, Rochester & Pittsburgh	109	2.74	338	2.42	1,545	1.96	84	2.01	1,739	1.44	83	1.79	158	2.45	.....	.....	847	2.10	13
14	New York, Ontario & Western	121	2.70	173	2.44	925	1.69	112	2.06	1,458	1.47	167	1.35	169	1.97	136	1.89	572	1.86	14
15	Rutland	64	2.10	15	1.92	452	1.73	84	1.97	421	1.52	12	1.53	48	1.74	.....	.....	47	2.62	15
16	Central New England	37	2.76	55	2.46	129	2.27	55	2.37	242	1.52	96	1.47	31	2.44	.....	.....	275	1.87	16
17	New York, Susquehanna & Western	44	2.88	64	2.10	315	1.78	32	1.89	440	1.46	43	1.23	74	1.72	.....	.....	13	2.43	17
18	Buffalo & Susquehanna	27	2.92	47	2.26	351	1.85	70	1.66	377	1.36	.....	.....	68	1.88	.....	.....	278	1.75	18
19	Lehigh & Hudson River	16	2.79	3	2.76	91	2.00	18	2.21	111	1.42	1	1.37	26	2.25	.....	.....	162	1.89	19
20	Pittsburg, Shawmut & Northern	53	2.58	25	2.37	191	2.05	40	1.73	236	1.38	.....	.....	14	2.16	.....	.....	163	1.60	20
21	Ulster & Delaware	39	2.51	23	2.09	34	1.50	27	1.92	188	1.40	19	.90	40	2.11	.....	.....	127	1.90	21
22	Syracuse, Binghamton & New York	8	2.61	9	2.54	32	2.06	21	1.94	175	1.42	46	1.36	25	2.32	.....	.....	188	1.96	22
23	South Buffalo	12	3.04	4	2.30	39	2.24	5	1.97	47	1.51	2	1.64	3	1.97	.....	.....	41	1.95	23
24	Lehigh & New England	12	2.53	31	2.42	51	1.83	21	1.73	136	1.35	2	1.34	7	2.41	.....	.....	8	2.23	24
25	New Jersey & New York	.....	.....	.....	.....	10	1.72	8	1.97	72	1.45	15	1.47	6	2.35	.....	.....	.....	.....	25
26	St. Lawrence & Adirondack	.....	.....	.....	.....	5	1.39	10	2.07	66	1.30	1	1.40	5	1.74	.....	.....	.....	.....	26
27	Buffalo Creek	.....	.....	1	2.56	1	3.30	4	2.05	36	1.42	25	1.64	.....	.....	.....	.....	49	2.22	27
28	Fonda, Johnstown & Gloversville	8	2.38	8	2.35	53	2.05	13	1.66	68	1.49	6	1.40	1	2.49	.....	.....	74	2.04	28
29	Dunkirk, Allegheny Valley & Pittsburgh	1	2.68	1	2.54	9	2.27	15	1.68	86	1.39	1	.84	5	1.23	.....	.....	18	1.81	29
30	Lake Champlain & Moriah	8	2.59	9	2.00	20	1.66	4	2.49	31	1.44	1	1.50	.....	.....	.....	.....	21	1.76	30
31	New York & Ottawa	28	2.12	32	1.80	19	1.99	12	1.95	55	1.31	5	.99	2	3.44	.....	.....	7	2.15	31
32	Terminal Railway of Buffalo	.....	.....	.....	.....	.....	.....	3	2.30	27	1.37	3	1.70	.....	.....	.....	.....	.....	.....	32
33	Greenwich & Johnsonville	1	2.92	.....	.....	1	1.56	5	1.76	21	1.40	2	1.33	.....	.....	.....	.....	1	2.15	33
34	Genesee & Wyoming	.....	.....	.....	.....	.....	.....	1	2.69	10	1.50	.....	.....	.....	.....	.....	.....	1	1.92	34
35	Jamestown, Chautauqua & Lake Erie	4	2.46	2	2.19	5	1.80	5	1.72	21	1.41	.....	.....	3	2.05	.....	.....	2	2.21	35
36	New York & Pennsylvania	2	2.97	2	2.08	2	1.74	7	1.88	45	1.40	4	1.85	2	.89	.....	.....	4	2.18	36
37	Delaware & Eastern [3]	2	2.45	1	2.24	8	1.89	7	1.65	39	1.31	.....	.....	2	2.75	.....	.....	31	1.14	37
37½	Delaware & Eastern (Receivers)	2	2.17	1	2.28	10	1.52	7	1.71	38	1.28	.....	.....	2	2.95	.....	.....	10	1.31	37½
38	Norwood & St. Lawrence	1	2.49	.....	.....	1	2.49	2	1.89	8	1.50	2	2.01	.....	.....	5	2.29	1	1.49	38
39	Connecting Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	2.14	39
40	Little Falls & Dolgeville	.....	.....	10	1.86	.....	.....	2	2.12	11	1.99	1	2.22	.....	.....	.....	.....	.....	.....	40
41	Catskill Mountain	1	4.17	1	2.40	1	1.43	3	1.61	27	1.52	6	1.58	.....	.....	.....	.....	5	1.28	41
42	New York, Auburn & Lansing	1	2.36	.....	2.86	1	2.45	4	1.98	7	1.51	.....	.....	1	2.51	.....	.....	3	1.87	42
43	Cooperstown & Charlotte Valley	.....	.....	.....	.....	.....	.....	3	2.03	7	1.43	5	1.51	2	1.06	.....	.....	.....	.....	43
44	Niagara Junction	.....	.....	.....	.....	1	3.84	1	3.63	5	2.14	1	2.00	.....	.....	.....	.....	.....	.....	44
45	Unadilla Valley	1	3.00	.....	.....	.....	.....	3	1.81	15	1.41	.....	.....	.....	.....	.....	.....	.....	.....	45
46	Silver Lake	.....	.....	.....	.....	.....	.....	1	2.11	6	1.50	1	1.34	.....	.....	.....	.....	.....	.....	46
47	Owasco River	.....	.....	.....	.....	.....	.....	1	2.03	8	1.50	.....	.....	.....	.....	.....	.....	3	1.81	47
48	Skaneateles	1	3.45	2	1.98	.....	.....	1	1.90	6	1.50	1	1.73	.....	.....	.....	.....	2	1.14	48
49	Bath & Hammondsport	1	1.92	1	1.45	1	1.43	1	1.64	4	1.28	3	.56	.....	.....	.....	.....	2	2.26	49
50	United States & Canada	.....	.....	1	1.75	.....	.....	3	1.81	9	1.40	.....	.....	1	1.56	.....	.....	7	1.93	50
51	Buffalo, Attica & Arcade	1	2.53	2	2.21	1	1.66	3	1.47	15	1.41	.....	.....	1	.17	.....	.....	6	1.25	51
52	Raquette Lake	.....	1.55	.....	.....	.....	.....	3	2.00	10	1.41	1	1.72	1	1.29	.....	.....	.....	.....	52
53	Lowville & Beaver River	.....	.....	.....	.....	.....	.....	1	2.32	9	1.59	.....	.....	.....	.....	.....	.....	.....	.....	53
54	Dansville & Mount Morris	.....	.....	2	2.00	1	1.92	2	2.20	10	1.50	1	.77	1	.14	.....	.....	2	.96	54
56	Marcellus & Otisco Lake	1	3.09	.....	.....	1	1.50	1	2.13	14	1.50	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Cranberry Lake	.....	.....	.....	.....	.....	.....	1	2 50	15	1.50	.....	.....	.....	.....	.....	.....	1	.77	57
58	Schoharie Valley	.....	.....	.....	.....	1	1.02	1	1.57	5	1.43	.....	.....	.....	.....	.....	.....	.....	.....	58
60	Sterling Mountain	.....	.....	.....	.....	.....	.....	1	1.85	12	1.50	1	1.40	.....	.....	.....	.....	.....	.....	60
61	Carthage & Copenhagen	.....	.....	.....	.....	.....	.....	1	2.50	6	1.60	.....	1.75	.....	.....	.....	.....	.....	1.70	61
62	Kanona & Prattsburgh	.....	.....	.....	.....	.....	.....	2	1.47	8	1.40	1	1.00	.....	.....	.....	.....	.....	.....	62
63	Keeseville, Ausable Chasm & Lake Champlain	.....	.....	.....	.....	.....	.....	.....	.....	5	1.33	.....	.....	.....	.....	.....	.....	.....	.....	63
64	Otis	.....	.....	.....	.....	.....	1.83	.....	.....	1	1.51	.....	.....	.....	.....	.....	.....	.....	.....	64
65	Glenfield & Western	.....	.....	1	2.00	1	2.25	2	2.00	12	1.50	1	1.75	.....	.....	.....	.....	1	2.01	65
66	Middleburgh & Schoharie	.....	.....	.....	.....	.....	.....	1	1.73	3	1.50	.....	.....	.....	.....	.....	.....	.....	.....	66
67	Tunesassa & Bradford	[2]	.....	[2]	.....	[2]	.....	[2]	.....	[2]	.....	[2]	.....	[2]	.....	[2]	.....	.....	.....	67
68	Fulton Chain	.....	.....	.....	2.66	.....	2.78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Champlain & St. Lawrence	.....	.....	.....	.....	.....	.....	1	1.80	2	1.40	.....	.....	.....	.....	.....	.....	7	1.58	69
70	Catskill & Tannersville	.....	.....	.....	.....	.....	1.76	1	2.00	7	1.50	.....	.....	.....	.....	.....	.....	1	1.33	70
72	Dexter & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
73	Erie Terminals	.....	.....	.....	.....	.....	.....	10	2 13	192	1 33	.....	.....	3	1.70	.....	.....	.....	.....	73

The following corporations report no statistics of wages and salaries:
55. Erie and Central New York.[1] 59. Adirondack and St. Lawrence. 71. Port Chester Terminal.

[1] The Delaware, Lackawanna and Western Railroad Co.'s report includes employees of the Erie and Central New York Railroad Co. [2] "No record from which to make report." [3] Figures given as of February 28, 1910, the day preceding that on which road was placed in hands of receivers.

TABLE 113: GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE STATE OF NEW YORK, OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23. Figures in *italics* denote *decreases*.

Corporation No.	Name of corporation.	With other steam railroads.								With electric or street railroads.										With streets, avenues, and highways.								Corporation No.
		Total.	Unprotected.		Protected June 30, 1910.					Total.	Unprotected.		Protected June 30, 1910.							Total.	Unprotected.		Protected June 30, 1910.					
			June 30, 1910.	Increase over preced'g year.	By gates.	By flagmen.	By gates and flagmen.	By interlocking devices.	By signals not interlocking.		June 30, 1910.	Increase over preced'g year.	By gates.	By flagmen.	By gates and flagmen.	By crossing alarm only.	By interlocking devices.	By sig'ls not interlocking.	By derailing devices.		June 30, 1910.	Increase over preced'g year.	By gates.	By flagmen.	By gates and flagmen.	By crossing alarm only.	
1	Pennsylvania	24	..	.....	1	..	....	8	15	11	5	.....	2	2	....	....	....	....	2	347	311	.....	3	27	....	6	1
2	New York Central & Hudson River	53	..	.....	3	4	5	26	15	58	5	*2*	6	31	10	....	3	....	3	2,501	1,671	*43*	84	402	208	136	2
3	New York, New Haven & Hartford	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	12	10	.....	1	1	....	....	3
4	Lake Shore & Michigan Southern	13	..	.....	..	..	....	3	10	..	..	.....	..	..	....	....	....	....	....	83	55	.....	12	13	....	3	4
5	Erie	54	13	*1*	1	..	1	20	19	26	3	*2*	4	13	....	....	1	1	4	832	640	*108*	59	76	9	48	5
6	Boston & Maine	4	..	.....	..	..	....	2	2	1	1	.....	..	..	....	....	....	....	....	95	73	*2*	11	7	....	4	6
7	Lehigh Valley	25	3	.....	1	..	....	12	9	11	3	.....	1	..	....	....	1	....	6	676	605	.....	26	29	....	16	7
8	Delaware, Lackawanna & Western	18	1	.....	..	..	....	8	9	14	4	.....	5	3	....	....	....	....	2	449	276	*3*	52	56	....	65	8
9	Delaware & Hudson	9	..	.....	1	..	....	6	2	19	..	.....	8	8	....	....	2	....	1	662	464	*41*	55	99	4	40	9
10	Northern Central	3	..	.....	..	1	....	2	.....	2	..	*1*	..	1	....	....	....	....	1	133	118	.....	7	7	....	1	10
11	New York, Chicago & St. Louis	5	..	.....	..	..	....	....	5	2	..	.....	1	..	....	....	....	....	1	88	69	.....	1	16	....	2	11
12	Long Island	4	1	.....	..	..	....	3	.....	32	5	*1*	..	3	2	....	17	1	4	759	468	7	19	75	124	73	12
13	Buffalo, Rochester & Pittsburgh	7	..	.....	..	..	....	2	5	1	..	.....	..	..	....	....	....	....	1	203	179	1	..	15	1	8	13
14	New York, Ontario & Western	11	3	.....	2	..	....	6	.....	5	1	.....	2	1	....	1	....	....	....	430	336	*7*	16	39	....	39	14
15	Rutland	6	..	.....	..	..	....	1	5	..	..	.....	..	..	....	....	....	....	....	167	162	.....	..	4	....	1	15
16	Central New England	4	..	.....	..	..	....	2	2	1	..	.....	..	..	....	1	....	....	....	164	151	*16*	..	12	....	1	16
17	New York, Susquehanna & Western	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	20	17	.....	..	1	....	2	17
18	Buffalo & Susquehanna	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	76	72	.....	..	..	....	4	18
19	Lehigh & Hudson River	1	..	.....	..	..	....	1	.....	..	..	.....	..	..	....	....	....	....	....	27	26	.....	..	..	1	....	19
20	Pittsburg, Shawmut & Northern	1	..	.....	..	..	....	1	.....	..	..	.....	..	..	....	....	....	....	....	100	99	.....	..	1	....	....	20
21	Ulster & Delaware	1	..	.....	..	..	....	1	.....	4	..	.....	..	4	....	....	....	....	....	124	109	.....	..	15	....	....	21
22	Syracuse, Binghamton & New York	4	..	*1*	..	..	....	4	.....	7	..	.....	3	4	....	....	....	....	....	88	45	.....	9	17	....	17	22
23	South Buffalo	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	1	1	.....	..	..	....	....	23
24	Lehigh & New England	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	7	7	.....	..	..	....	....	24
25	New Jersey & New York	1	..	.....	..	..	1	....	.....	1	..	.....	..	..	....	....	....	1	....	39	33	.....	..	1	....	5	25
26	St. Lawrence & Adirondack	1	..	.....	..	..	....	....	1	..	..	.....	..	..	....	....	....	....	....	8	8	.....	..	..	....	....	26
27	Buffalo Creek	6	..	.....	..	..	....	1	5	1	..	.....	..	1	....	....	....	....	....	3	1	.....	..	2	....	....	27
28	Fonda, Johnstown & Gloversville	..	..	.....	..	..	....	....	.....	4	..	.....	..	2	....	....	....	....	2	53	47	.....	..	6	....	....	28
29	Dunkirk, Allegheny Valley & Pittsburgh	4	1	.....	..	..	....	1	2	1	1	.....	..	..	....	....	....	....	....	42	38	.....	..	3	....	1	29
30	Lake Champlain & Moriah	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	7	6	.....	..	1	....	....	30
31	New York & Ottawa	1	..	.....	..	..	....	....	1	..	..	.....	..	..	....	....	....	....	....	42	42	1	..	..	....	....	31
32	Terminal Ry. of Buffalo	1	..	.....	..	..	....	1	.....	2	1	.....	..	..	....	....	....	....	1	11	11	.....	..	..	....	....	32
33	Greenwich & Johnsonville	1	..	.....	..	..	....	1	.....	1	..	.....	..	1	....	....	....	....	....	35	35	.....	..	..	....	....	33
34	Genesee & Wyoming	2	..	.....	..	..	....	2	.....	..	..	.....	..	..	....	....	....	....	....	14	14	.....	..	..	....	....	34
35	Jamestown, Chautauqua & Lake Erie	2	..	.....	..	..	....	2	.....	1	..	.....	..	1	....	....	....	....	....	22	19	.....	..	1	1	1	35
36	New York & Pennsylvania	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	23	23	.....	..	..	....	....	36
37½	Delaware & Eastern	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	21	21	.....	..	..	....	....	37½
38	Norwood & St. Lawrence	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	15	15	.....	..	..	....	....	38
40	Little Falls & Dolgeville	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	9	9	.....	..	..	....	....	40
41	Catskill Mountain	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	22	21	.....	..	1	....	....	41
42	New York, Auburn & Lansing	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	36	35	.....	..	1	....	....	42
43	Cooperstown & Charlotte Valley	1	..	.....	..	1	....	....	.....	1	..	.....	..	..	....	....	....	....	1	18	18	3	..	..	....	....	43
44	Niagara Junction	..	..	.....	..	..	....	....	.....	1	1	.....	..	..	....	....	....	....	....	4	4	.....	..	..	....	....	44
45	Unadilla Valley	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	14	14	.....	..	..	....	....	45
46	Silver Lake	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	1	1	.....	..	..	....	....	46
47	Owasco River	1	..	.....	..	1	....	....	.....	2	..	.....	..	2	....	....	....	....	....	3	.....	.....	..	3	....	....	47
48	Skaneateles	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	11	11	.....	..	..	....	....	48
49	Bath & Hammondsport	1	..	.....	1	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	13	12	.....	1	..	....	....	49
50	United States & Canada	1	..	.....	..	..	....	1	.....	..	..	.....	..	..	....	....	....	....	....	21	21	.....	..	..	....	....	50
51	Buffalo, Attica & Arcade	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	24	24	.....	..	..	....	....	51
52	Raquette Lake	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	4	4	.....	..	..	....	....	52
53	Lowville & Beaver River	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	13	13	.....	..	..	....	....	53
54	Dansville & Mt. Morris	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	10	10	.....	..	..	....	....	54
56	Marcellus & Otisco Lake	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	11	11	.....	..	..	....	....	56
57	Cranberry Lake	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	3	3	.....	..	..	....	....	57
58	Schoharie Valley	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	1	1	.....	..	..	....	....	58
60	Sterling Mountain	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	8	8	.....	..	..	....	....	60
61	Carthage & Copenhagen	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	6	6	.....	..	..	....	....	61
62	Kanona & Prattsburgh	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	11	11	.....	..	..	....	....	62
63	Keeseville, Ausable Chasm & Lake Champlain	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	5	5	.....	..	..	....	....	63
65	Glenfield & Western	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	11	11	.....	..	..	....	....	65
66	Middleburgh & Schoharie	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	3	3	.....	..	..	....	....	66
67	Tunesassa & Bradford	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	4	4	.....	..	..	....	....	67
69	Champlain & St. Lawrence	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	1	1	.....	..	..	....	....	69
70	Catskill & Tannersville	..	..	.....	..	..	....	....	.....	..	..	.....	..	..	....	....	....	....	....	5	5	.....	..	..	....	....	70
72	Dexter & Northern	..	..	.....	..	..	....	....	.....	1	..	.....	..	..	....	....	....	1	....	4	4	.....	..	..	....	....	72
73	Erie Terminals	1	..	.....	..	..	....	1	.....	..	..	.....	..	..	....	....	....	....	....	.....	.....	.....	..	..	....	....	73
	Total [1]	271	22	*2*	10	7	7	118	107	210	30	*6*	32	77	12	2	24	4	29	8,655	6,547	*208*	356	931	348	473	

The following named corporations report no grade crossings in New York state: 39. Connecting Terminal; 55. Erie and Central New York (included in report of Delaware, Lackawanna and Western); 59. Adirondack and St. Lawrence (reports "No details"); 64. Otis; 68. Fulton Chain (reports 4 unprotected crossings of trails); 71. Port Chester Terminal.

[1] It should be borne in mind that each crossing of one steam road with another is normally reported twice, once by each road. It is also to be noted that a crossing with an electric road whose route lies along a highway is normally reported under both electric road crossings and highway crossings.

TABLE 114: ACCIDENTS TO PERSONS FROM STEAM RAILROAD OPERATIONS WITHIN THE STATE OF NEW YORK, YEAR ENDED JUNE 30, 1910.

The heading " Killed " includes all cases resulting in death within 24 hours after the time of the accident. Accidents resulting in death later than 24 hours afterward are shown under the heading " Injured ". Injuries to employees so slight as not to incapacitate the injured employee for more than three days during the ten days immediately following the accident are excluded.
The corporations are named in the order of their revenues from railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of railroad operating revenues, see page 23.

Corporation No.	Name of corporation.	Resulting from movement of locomotives or cars.										Resulting from other causes.						Corporation No.
		Employees.		Passengers.		Postal clerks, expressmen, etc.		Other persons.				Employees.		Other persons.		All classes of persons.		
								Trespassing.		Not trespassing.								
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Pennsylvania	12	89	.....	4	.....	.....	8	6	2	5	.....	466	.....	2	22	572	1
2	New York Central & Hudson River	98	1,009	12	507	.....	67	212	212	72	224	29	2,205	2	766	425	4,990	2
3	New York, New Haven & Hartford	6	42	.....	21	.....	.....	7	4	1	.....	1	46	.....	1	15	114	3
4	Lake Shore & Michigan Southern	8	107	2	11	.....	2	19	13	2	.....	.....	61	.....	2	31	196	4
5	Erie	34	337	.....	32	.....	3	54	48	8	18	3	199	2	16	101	653	5
6	Boston & Maine	4	49	.....	9	.....	2	8	6	1	1	.....	.....	.....	.....	13	67	6
7	Lehigh Valley	10	46	.....	6	.....	.....	19	15	2	7	.....	1	.....	.....	31	75	7
8	Delaware, Lackawanna & Western [1]	11	37	.....	1	.....	.....	23	15	3	2	.....	.....	.....	.....	37	55	8
9	Delaware & Hudson	19	169	.....	12	.....	.....	39	32	.....	4	3	231	.....	1	61	449	9
10	Northern Central	4	46	1	.....	.....	.....	4	2	.....	.....	1	166	.....	1	10	215	10
11	New York, Chicago & St. Louis	.....	29	.....	.....	.....	.....	3	5	1	1	.....	10	.....	.....	4	45	11
12	Long Island	8	46	7	35	.....	.....	27	19	17	12	2	23	1	2	62	137	12
13	Buffalo, Rochester & Pittsburgh	1	18	.....	2	.....	.....	4	5	1	3	.....	23	.....	1	6	52	13
14	New York, Ontario & Western	10	40	3	7	.....	.....	6	4	3	6	1	6	.....	.....	23	63	14
15	Rutland	4	3	.....	1	.....	1	2	2	.....	.....	.....	1	.....	1	6	9	15
16	Central New England	4	37	.....	3	.....	.....	3	5	.....	3	.....	23	.....	2	7	73	16
17	New York, Susquehanna & Western	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	17
18	Buffalo & Susquehanna	.....	25	.....	2	.....	.....	.....	2	.....	.....	.....	25	.....	.....	.....	54	18
19	Lehigh & Hudson	.....	4	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	5	19
20	Pittsburg, Shawmut & Northern	.....	10	.....	.....	.....	.....	.....	.....	.....	1	.....	19	.....	.....	.....	30	20
21	Ulster & Delaware	3	10	.....	.....	.....	.....	4	2	2	2	.....	.....	.....	.....	9	14	21
22	Syracuse, Binghamton & New York	.....	7	1	1	.....	.....	4	2	1	1	.....	.....	.....	.....	6	11	22
23	South Buffalo	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	23
25	New Jersey & New York	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	25
27	Buffalo Creek	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	8	27
28	Fonda, Johnstown & Gloversville	3	4	.....	1	.....	.....	2	1	1	8	.....	.....	.....	2	6	16	28
29	Dunkirk, Allegheny Valley & Pittsburgh	.....	2	.....	6	.....	1	.....	.....	.....	.....	.....	2	.....	1	.....	12	29
30	Lake Champlain & Moriah	1	1	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	4	30
31	New York & Ottawa	.....	3	.....	1	.....	.....	.....	1	.....	.....	.....	4	.....	.....	.....	9	31
35	Jamestown, Chautauqua & Lake Erie	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	35
37	Delaware & Eastern	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	37
38	Norwood & St. Lawrence	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	4	38
40	Little Falls & Dolgeville	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	40
41	Catskill Mountain	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1	1	41
43	Cooperstown & Charlotte Valley	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2	43
44	Niagara Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	44
47	Owasco River	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	47
65	Glenfield & Western	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	65
66	Middleburgh & Schoharie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	66
73	Erie Terminal	1	7	.....	.....	.....	.....	1	1	.....	.....	.....	3	.....	.....	2	11	73
	Total	242	2,194	26	666	.....	76	452	404	117	301	40	3,520	5	799	882	7,960	

The corporations named below did not report any casualties during the year ended June 30, 1910:

24. Lehigh and New England.
26. St. Lawrence and Adirondack.
32. Terminal Railway of Buffalo.
33. Greenwich and Johnsonville.
34. Genesee and Wyoming.
36. New York and Pennsylvania.
37½. Delaware and Eastern (Receivers).
39. Connecting Terminal.
42. New York, Auburn and Lansing.
45. Unadilla Valley.
46. Silver Lake.
48. Skaneateles.
49. Bath and Hammondsport.
50. United States and Canada.
51. Buffalo, Attica and Arcade.
52. Raquette Lake.
53. Lowville and Beaver River.
54. Dansville and Mount Morris.
55. Erie and Central New York.[1]
56. Marcellus and Otisco Lake.
57. Cranberry Lake.
58. Schoharie Valley.
59. Adirondack and St. Lawrence.
60. Sterling Mountain.
61. Carthage and Copenhagen.
62. Kanona and Prattsburgh.
63. Keeseville, Ausable Chasm and Lake Champlain.
64. Otis.
67. Tunesassa and Bradford.
68. Fulton Chain.
69. Champlain and St. Lawrence.
70. Catskill and Tannersville.
71. Port Chester Terminal.
72. Dexter and Northern.

[1] The Delaware, Lackawanna and Western Railroad Co.'s report includes any accidents on the Erie and Central New York.

TABLE 115: PRINCIPAL GENERAL OFFICERS AND PRINCIPAL OFFICE,

Line No.	Name of corporation.	Principal office.	Line No.
1	Adirondack and St. Lawrence Railroad Co	25 Broad street, New York City	1
2	Bath and Hammondsport Railroad Co	50 Church street, New York City	2
3	Boston and Maine Railroad	North Station, Boston, Mass	3
4	Buffalo and Susquehanna Railway Co	980 Ellicott Square, Buffalo, N. Y	4
5	Buffalo, Attica and Arcade Railroad Co	962 Ellicott Square, Buffalo, N. Y	5
6	Buffalo Creek Railroad Co	50 Church street, New York City	6
7	Buffalo Creek Transfer Railroad Co	704 Brisbane Building, Buffalo, N. Y	7
8	Buffalo, Rochester and Pittsburgh Railway Co	155 Main street, Rochester, N. Y	8
9	Carthage and Copenhagen Railroad Co	Copenhagen, N. Y	9
10	Catskill and Tannersville Railway Co	Catskill, N. Y	10
11	Catskill Mountain Railway Co	Catskill, N. Y	11
12	Central Dock and Terminal Co	Reading Terminal, Philadelphia, Penna	12
13	Central New England Railway Co	65 Spruce street, Hartford, Conn	13
14	Champlain and St. Lawrence Railroad Co	Montreal, Canada	14
15	Connecting Terminal Railroad Co	26 S. 15th street, Philadelphia, Penna	15
16	Cooperstown and Charlotte Valley Rail-road Co	32 Nassau street, New York City	16
17	Cranberry Lake Railroad Co	Wanakena, N. Y	17
18	Dansville and Mt. Morris Railroad Co	22 William street, New York City	18
19	Delaware and Eastern Railway Co	10 Bridge street, New York City	19
20	Delaware and Hudson Co	32 Nassau street, New York City	20
21	Delaware, Lackawanna and Western Railroad Co	90 West street, New York City	21
22	Dexter and Northern Railroad Co	Dexter, N. Y	22
23	Dunkirk, Allegheny Valley and Pittsburgh Railroad Co	Cleveland, O	23
24	Erie and Central New York Railroad Co	90 West street, New York City	24
25	Erie Railroad Co	50 Church street, New York City	25
26	Erie Terminals Railroad Co	50 Church street, New York City	26
27	Fonda, Johnstown and Gloversville Railroad Co	Gloversville, N. Y	27
28	Fulton Chain Railway Co	51 E. 44th street, New York City	28
29	Genesee and Wyoming Railroad Co	Scranton, Penna	29
30	Glenfield and Western Railroad Co	Dexter, N. Y	30
31	Greenwich and Johnsonville Railway Co	Greenwich, N. Y	31
32	Island Railroad Co	1300 Chamber of Commerce, Buffalo, N. Y	32
33	Jamestown, Chautauqua and Lake Erie Railroad Co	50 Clinton street, Buffalo, N. Y	33
34	Kanona and Prattsburgh Railway Co	49 Wall street, New York City	34
35	Keeseville, Ausable Chasm and Lake Champlain Railroad Co	297 River street, Troy, N. Y	35
36	Lake Champlain and Moriah Railroad Co	2 Rector street, New York City	36
37	Lake Shore and Michigan Southern Railway Co	Cleveland, O	37
38	Lehigh and Hudson Railway Co	Warwick, N. Y	38
39	Lehigh and New England Railroad Co	437 Chestnut street, Philadelphia, Penna	39
40	Lehigh Valley Railroad Co	228 S. 3rd street, Philadelphia, Penna	40
41	Little Falls and Dolgeville Railroad Co	Grand Central Terminal, New York City	41
42	Long Island Railroad Co	Long Island City, N. Y	42
43	Lowville and Beaver River Railroad Co	Lowville, N. Y	43
44	Marcellus and Otisco Lake Railway Co	308 Chestnut street, Philadelphia, Penna	44
45	Massena Terminal Railroad Co	2344 Oliver Building, Pittsburgh, Penna	45
46	Middleburgh and Schoharie Rail Road	Middleburgh, N. Y	46
47	New Jersey and New York Railroad Co	50 Church street, New York City	47
48	New York and Ottawa Railway Co	Grand Central Terminal, New York City	48
49	New York and Pennsylvania Railway Co	Canisteo, N. Y	49
50	New York, Auburn and Lansing Railroad Co	15 Broad street, New York City	50
51	New York Central and Hudson River Railroad Co	Grand Central Terminal, New York City	51
52	New York, Chicago and St. Louis Railroad Co	Cleveland, O	52
53	New York, New Haven and Hartford Railroad Co	New Haven, Conn	53
54	New York, Ontario and Western Railway Co	56 Beaver street, New York City	54
55	New York, Susquehanna and Western Railroad Co	50 Church street, New York City	55
56	Niagara Junction Railway Co	Niagara Falls, N. Y	56
57	Northern Central Railway Co	Broad Street Station, Philadelphia, Penna	57
58	Norwood and St. Lawrence Railroad Co	Norfolk, N. Y	58
59	Otis Railway Co	Catskill, N. Y	59
60	Owasco River Rail Way	234 Michigan Avenue, Chicago, Ill	60
61	Pennsylvania Railroad Co	Broad Street Station, Philadelphia, Penna	61
62	Pittsburg, Shawmut and Northern Railroad Co	St. Marys, Penna	62
63	Port Chester Terminal Railroad Co	Port Chester, N. Y	63
64	Raquette Lake Railway Co	51 E. 44th street, New York City	64
65	Rutland Railroad Co	Rutland, Vt	65
66	St. Lawrence and Adirondack Railway Co	Grand Central Terminal, New York City	66
67	Schoharie Valley Railway Co	Schoharie, N. Y	67
68	Silver Lake Railway Co	1 Elwood Building, Rochester, N. Y	68
69	Skaneateles Railroad Co	Skaneateles, N. Y	69
70	South Buffalo Railway Co	2 Rector street, New York City	70
71	Sterling Mountain Railway Co	Sterlington, N. Y	71
72	Syracuse, Binghamton and New York Railroad Co	90 West street, New York City	72
73	Terminal Railway of Buffalo	Grand Central Terminal, New York City	73
74	Troy Union Rail Road Co	Union Station, Troy, N. Y	74
75	Tunesassa and Bradford Railroad Co	Tunesassa, N. Y	75
76	Ulster and Delaware Railroad Co	Kingston, N. Y	76
77	Unadilla Valley Railway Co	37 Wall street, New York City	77
78	United States and Canada Railroad Co	Montreal, Canada	78

The following corporations are in the hands of receivers:
Delaware and Eastern Railway Co.; Andrew M. Moreland, Walter B. Trowbridge, Receivers.
Pittsburg, Shawmut and Northern Railway Co.; Frank S. Smith, Receiver.

* The corporations on the following numbered lines have additional vice-presidents as shown:
No. 2, G. F. Brownell, W. J. Harahan, J. C. Stuart.
No. 3, Frank Barr, Wm. J. Hobbs.
No. 7, E. V. W. Rossiter, J. Carstensen, C. E. Schaff, A. H. Harris, C. F. Daly.
No. 8, Wm. T. Noonan.
No. 11, G. A. Richardson.
No. 13, H. M. Kochersperger, E. H. McHenry.
No. 19, H. M. George.
No. 20, C. S. Sims, W. H. Williams.
No. 21, B. D. Caldwell, W. S. Jenney.
No. 25, G. A. Richardson, M. W. DeWolf, J. C. Stuart.
No. 26, G. A. Richardson, J. C. Stuart.
No. 27, John G. Ferres.
No. 31, W. H. Williams, W. B. Scofield.
No. 33, Earle Furman.
No. 36, Lewis W. Francis.
No. 37, J. Carstensen, C. F. Schaff, A. H. Harris, C. F. Daly.
No. 39, Wm. J. Turner.
No. 40, L. D. Smith, T. M. Jarvis.
No. 47, G. A. Richardson, W. J. Harahan, J. C. Stuart.
No. 48, J. Carstensen, A. H. Smith, Ira A. Place, C. F. Daly.
No. 51, J. Carstensen, Ira A. Place, C. F. Daly, A. H. Smith.
No. 53, H. M. Kochersperger, E. H. McHenry, E. G. Buckland, Benjamin Campbell.
No. 54, James E. Childs.
No. 55, J. C. Stuart.
No. 57, Samuel Rea, John B. Thayer, Henry Tatnall, W. W. Atterbury.
No. 61, Samuel Rea, John B. Thayer, Henry Tatnall, W. W. Atterbury.
No. 65, John Carstensen, Chas. F. Daly, Ira A. Place.
No. 66, John Carstensen, Ira A. Place, A. H. Smith, Chas. F. Daly, E. V. W. Rossiter.
No. 70, C. H. McCullough, jr.

OPERATING STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

Line No.	President.	* Vice-president.	Secretary.	Treasurer.	Line No.
1	Y. Vanden Berg	Sidney H. March	Willoughby J. Kingsbury	Sidney H. March	1
2	F. D. Underwood	G. A. Richardson	David Bosman	D. W. Bigoney	2
3	Lucius Tuttle	W. F. Berry	E. A. Ryder	H. E. Fisher	3
4	H. I. Miller	A. C. Goodyear	F. A. Lehr	F. E. Hall	4
5	C. W. Goodyear	A. C. Goodyear	F. A. Lehr	F. A. Lehr	5
6	.....	.....	.....	D. W. Bigoney	6
7	.....	.....	.....	.....	7
8	Adrian Iselin, jr	W. E. Roosevelt	Ernest Iselin	J. F. Dinkey	8
9	J. E. March	G. D. Blodgett	F. P. Lansing	A. L. Clark	9
10	.....	J. D. Hasbrouck	W. Y. Hawley	Chas. A. Beach	10
11	Chas. A. Beach	W. I. Jennings	Chas. A. Beach	Orrin Day	11
12	George F. Baer	.....	W. G. Brown	H. E. Paisley	12
13	C. S. Mellen	Edwin Milner	J. G. Parker	A. S. May	13
14	Chas. M. Hays	W. Wainwright	Frank Scott	Frank Scott	14
15	John E. Payne	.....	Frank Staley	P. R. Perkins	15
16	L. F. Loree	C. S. Sims	F. M. Olyphant	C. A. Walker	16
17	Herbert C. Rich	H. Clarence Rich	C. A. Rich	L. G. Wilson	17
18	A. S. Murray, jr	.....	A. S. Murray, jr	A. S. Murray, jr	18
19	F. F. Searing	J. L. Greatsinger	G. A. Hilton	A. S. Brown	19
20	L. F. Loree	Charles A. Peabody	F. M. Olyphant	C. A. Walker	20
21	Wm. H. Truesdale	E. E. Loomis	A. D. Chambers	A. D. Chambers	21
22	C. W. Campbell	J. A. Outterson	J. E. Campbell	J. E. Campbell	22
23	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	23
24	Wm. H. Truesdale	E. E. Loomis	A. D. Chambers	A. D. Chambers	24
25	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	25
26	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	26
27	J. Ledlie Hees	Gustav Levor	Geo. M. Place	Geo. M. Place	27
28	W. S. Webb	W. P. Hamilton	Charles E. Snyder	Carl A. Heine	28
29	Mortimer B. Fuller	M. M. Belding, jr	W. H. Barnard	W. H. Barnard	29
30	G. H. P. Gould	C. E. Campbell	James E. Campbell	James E. Campbell	30
31	I. C. Blandy	C. S. Sims	F. L. Olyphant	C. A. Walker	31
32	Charles M. Heald	.....	L. D. Smith	L. D. Smith	32
33	Jos. D. Mayer	R. S. Storrs	Peter C. Schutrum	J. C. Calisch	33
34	Brayton Ives	.....	Jacob C. Klinck	Jacob C. Klinck	34
35	J. A. Powers	K. J. Severance	Thos. O'Connor	A. R. Joy	35
36	W. P. Foote, jr	Moses Taylor	Henry N. Brinsmade	Henry N. Brinsmade	36
37	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	C. F. Cox	37
38	Lewis S. Riley	Morris Rutherford	John Sayer	John Sayer	38
39	W. A. Lathrop	Roland H. Wilbur	H. F. Baker	H. F. Baker	39
40	E. B. Thomas	J. A. Middleton	David G. Baird	J. M. Baxter	40
41	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	41
42	Ralph Peters	H. Tatnall	Frank E. Haff	J. F. Fahnestock	42
43	Theo. B. Basselin	V. Lansing Waters	J. S. Bowen	F. S. Easton	43
44	Frederick McOwen	S. S. Marvin	Fred'k. M. Simons	Fred'k. M. Simons	44
45	Arthur D. Davis	G. R. Gibbons	G. R. Gibbons	R. E. Withers	45
46	Duryea Beekman	Daniel B. Frisbie	George D. Frisbie	George L. Danforth	46
47	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	47
48	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	48
49	Theodore Cobb	William Cobb	Fordyce A. Cobb	Howard Cobb	49
50	A. H. Flint	L. C. Tyler	C. W. McChesney	C. W. McChesney	50
51	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	51
52	W. H. Canniss	.....	D. W. Pardee	C. F. Cox	52
53	Charles S. Mellen	T. E. Byrnes	John G. Parker	Augustus S. May	53
54	Thomas P. Fowler	John D. Kerr	Richard D. Rickard	Richard D. Rickard	54
55	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	55
56	Edward A. Wicks	Philip Barton	Frederick A. Lovelace	W. P. Little	56
57	James McCrea	Charles E. Pugh	Stephen W. White	James F. Fahnestock	57
58	Charles H. Remington	C. M. Rexford	F. M. Hugo	C. R. Remington	58
59	.....	J. D. Hasbrouck	W. Y. Hawley	Charles A. Beach	59
60	F. B. Montgomery	S. D. Snow	J. A. Moorehouse	F. L. Atherly	60
61	James McCrea	Charles E. Pugh	Lewis Neilson	James F. Fahnestock	61
62	Frank S. Smith	.....	Lewis F. Wilson	Harry M. Gough	62
63	Wm. L. Ward	Samuel Comly	Elwood Burdsall	Richard H. Burdsall	63
64	W. S. Webb	W. P. Hamilton	Charles E. Snyder	K. A. Heine	64
65	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	65
66	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	66
67	Charles Vroman	.....	A. H. Wood	A. H. Wood	67
68	Harry Yates	F. W. Yates	C. H. Stallknight	L. S. Ward	68
69	Martin F. Dillon	Henry B. Reed	Samuel A. Kane	Samuel A. Kane	69
70	E. A. S. Clarke	Moses Taylor	Fred F. Graham	J. P. Higginson	70
71	Theo. H. Price	Alex S. Webb, jr	R. R. Coates	B. Moffat, jr	71
72	Wm. H. Truesdale	E. E. Loomis	A. D. Chambers	A. D. Chambers	72
73	W. H. Newman	W. C. Brown	D. W. Pardee	.....	73
74	W. C. Brown	C. S. Sims	F. A. Harrington	F. A. Harrington	74
75	D. H. Miller	J. B. Wright	B. E. Miller	J. W. Miller	75
76	S. D. Coykendall	T. C. Coykendall	H. C. Soop	H. S. Coykendall	76
77	Lewis R. Morris	William McNair	Wirt Howe	Wirt Howe	77
78	Charles M. Hays	S. W. Foster	J. Y. Cameron	Frank Scott	78

LESSOR STEAM RAILROAD CORPORATIONS

Addison and Susquehanna Railroad Company.
Addison Railroad Company.
Albany and Susquehanna Railroad Company, The
Albany and Vermont Railroad Company.
Amsterdam, Chuctanunda and Northern Railroad Company.
Avon, Geneseo and Mount Morris Railroad Company.
Boston and Albany Railroad Company.
Buffalo, Bradford and Pittsburgh Railroad Company.
Buffalo Creek Railroad Company, The
Buffalo Creek Transfer Railroad Company, The
Buffalo Erie Basin Railroad Company.
Cairo Railroad Company, The
Campbell Hall Connecting Railroad Company.
Carthage and Adirondack Railway Company.
Carthage, Watertown and Sackets Harbor Railroad Company.
Cayuga and Susquehanna Railroad Company, The
Central Dock and Terminal Railway Company, The
Chateaugay and Lake Placid Railway Company, The
Conesus Lake Railway Company.
Cooperstown and Susquehanna Valley Railroad Company.
Delaware and Eastern Railroad Company (Corporation).
Delaware and Eastern Railroad Company (Receivers).
Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, The
Ellenville and Kingston Railroad Company.
Elmira and Lake Ontario Railroad Company, The
Elmira and Williamsport Railroad Company.
Elmira State Line Railroad Company.
Erie and Black Rock Railroad Company.
Erie and Jersey Railroad Company.
Fitchburg Railroad Company.
Geneva, Corning and Southern Railroad Company.
Gloversville and Broadalbin Railroad Company, The
Goshen and Deckertown Railway Company.
Gouverneur and Oswegatchie Railroad Company, The
Greene Railroad Company.
Harlem River and Port Chester Railroad Company, The
Hartford and Connecticut Western Railroad Company.
Jamaica and South Shore Railroad Company.
Jamestown and Chautauqua Railway Company.
Lehigh and New York Railroad Company.
Lehigh Valley Rail Way Company, The
Long Island Railroad Company, The, North Shore Branch.
Mahopac Falls Railroad Company, The
Middletown and Crawford Railroad Company.
Middletown, Unionville and Water Gap Railroad Company.
Mohawk and Malone Railway Company, The
Montgomery and Erie Railway Company.
New Jersey and New York Extension Railroad Company.
New York and Harlem Railroad Company.
New York and Putnam Railroad Company, The
New York Central Niagara River Railroad Company, The
New York, Lackawanna and Western Railway Company, The
Niagara Falls Branch Railroad Company, The
Northern Railroad Company of New Jersey.
Nyack and Northern Railroad Company.
Nyack and Southern Railroad Company.
Nypano Railroad Company.
Ontario, Carbondale and Scranton Railway Company.
Oswego and Rome Railroad Company.
Oswego and Syracuse Railroad Company, The
Pecksport Connecting Railway Company.
Pochuck Railroad Company.
Port Jervis, Monticello and Summitville Railroad Company.
Rensselaer and Saratoga Railroad Company.
Rochester and Genesee Valley Railroad Company.
Rome and Clinton Railroad Company.
Rome, Watertown and Ogdensburg Railroad Company.
Saratoga and Schenectady Railroad Company.
Ticonderoga Railroad Company, The
Tivoli Hollow Railroad Company.
Troy and Bennington Railroad Company.
Troy and Greenbush Railroad Association.
Union Railroad Company, The
Union Terminal Railroad Company of the City of Buffalo, The
Utica and Black River Railroad Company, The
Utica, Chenango and Susquehanna Valley Railway Company.
Utica, Clinton and Binghamton Railroad Company.
Valley Railroad Company, The
Wallkill Valley Railroad Company, The
Wellsville, Coudersport and Pine Creek Railroad Company.
Western New York and Pennsylvania Railway Company.
West Shore Railroad Company.
West Troy and Green Island Railroad Company.
Wharton Valley Railway Company.

SUPPLEMENTAL (see page 145)

Buffalo Creek Transfer Railroad Company, The
Central Dock and Terminal Railway Company, The
Dolgeville and Salisbury Railway Company.
Fall Brook Railway Company.
Genesee Valley Canal Railroad Company, The
Genesee Valley Terminal Railroad Company, The
Mutual Terminal Company of Buffalo.
Olean, Bradford and Warren Railroad Company.
Plattsburgh and Dannemora Railroad Company.
Rochester, New York and Pennsylvania Railroad Company, The
Syracuse, Geneva and Corning Railway Company.
Union Terminal Railroad Company of the City of Buffalo, The

TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *credit* balances on the assets

L. No.	A. & S.	Addison.	Albany & Susquehanna.	Albany & Vermont.	A., C. & Northern.	A., G. & Mt. M.	Boston & Albany.	Buffalo, B. & P.	Buffalo Creek.	B. C. Transfer.	B. E. Basin.	Cairo.	L. No.
1	$110,921	$500,000	$14,200,767	$600,000	$20,000	$225,000	$41,138,669	$3,114,290	$1,453,421	$50,000	$13,503	$48,783	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$110,921	$500,000	$14,200,767	$600,000	$20,000	$225,000	$41,138,669	$3,114,290	$1,453,421	$50,000	$13,503	$48,783	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	44,234	13,409	.....	.....	92,142	.....	37,805	21	.....	152	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	379	.....	.....	10
11	1	.....	.....	.....	.....	.....	2,628,627	.....	.....	.....	.....	1,444	11
12	.....	.....	.....	.....	.....	1,344	10,747,033	.....	.....	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	$110,922	$500,000	$14,245,000	$613,409	$20,000	$226,344	$54,606,470	$3,114,290	$1,491,226	$50,400	$13,503	$50,380	14
15	$100,000	$500,000	$3,500,000	$600,000	$20,000	$225,000	$25,000,000	$2,286,400	$250,000	$5,000	$13,503	$24,500	15
16	.....	.....	10,000,000	.....	.....	.....	21,985,000	.....	1,000,000	45,200	.....	25,000	16
17	.....	.....	3,124	.....	.....	.....	255,121	827,890	209,184	200	.....	250	17
18	9,387	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	1,344	5,822,481	.....	.....	.....	.....	.....	20
21	1,535	.....	741,876	13,409	.....	.....	1,543,868	.....	32,041	.....	.....	630	21
22	$1,535	.....	$741,876	$13,409	.....	$1,344	$7,366,349	.....	$32,041	.....	.....	$630	22

TABLE 102 L: INCOME ACCOUNT, LESSOR STEAM RAILROAD

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *losses*

L. No.	A. & S.	Addison.	Albany & Susquehanna.	Albany & Vermont.	A., C. & Northern.	A., G. & Mt. M.	Boston & Albany.	Buffalo, B. & P.	Buffalo Creek.	B. C. Transfer.	B. E. Basin.	Cairo.	L. No.
1	.....	.....	.....	.....		.....	.....		.....			.....	1
2	$1	.....	$2,137,262	$20,000		$7,975	$2,876,443		$68,000			$2,944	2
3	.....	.....	$4,908	.....		.....	.....		.....			$37	3
4	.....	.....	1,248	$634		$100	.....		$1,328			36	4
5	.....	$15,000	$2,131,107	$19,366		$7,875	$2,876,443		$66,672			$2,871	5
6	.....	.....	.....	.....		.....	.....		.....			.....	6
7	.....	.....	.....	.....		.....	.....		.....			.....	7
8	.....	.....	.....	.....		.....	.....		.....			.....	8
9	.....	.....	.....	.....		46	192,500		.....			.....	9
10	.....	.....	2,349	.....		.....	2,348		.....			.....	10
11	.....	.....	$2,349	.....		$46	$194,848		.....			.....	11
12	$1	$15,000	$2,133,456	$19,366		$7,921	$3,071,291		$66,672			$2,871	12
13	.....	.....	.....	.....		.....	78,000		.....			.....	13
14	.....	.....	.....	.....		.....	.....		.....			.....	14
15	.....	.....	350,000	.....		.....	788,443		50,000			1,500	15
16	.....	.....	.....	.....	Income account not reported.	.....	.....	Income account not reported.	.....	Income account not reported.	Income account not reported.	.....	16
17	.....	.....	.....	.....		.....	.....		.....			.....	17
18	.....	.....	259,599	800		.....	11,501		.....			.....	18
19	.....	.....	$609,599	$800		.....	$877,945		$50,000			$1,500	19
20	$1	$15,000	$1,523,856	$18,566		$7,921	$2,193,347		$16,672			$1,371	20
21	.....	.....	.....	.....		.....	.....		.....			.....	21
22	.....	15,000	1,485,750	18,000		7,875	2,187,500		17,500			1,347	22
23	.....	.....	.....	.....		.....	.....		.....			.....	23
24	.....	.....	.....	.....		.....	.....		.....			.....	24
25	.....	.....	.....	.....		.....	.....		.....			.....	25
26	.....	.....	.....	.....		.....	5,847		.....			.....	26
27	.....	$15,000	$1,485,750	$18,000		$7,875	$2,193,347		$17,500			$1,347	27
28	$1	.....	$38,106	$566		$46	.....		*$328*			$24	28
29	1,535	.....	703,770	12,843		1,298	$1,543,868		32,870			606	29
30	.....	.....	.....	.....		.....	.....		.....			.....	30
31	.....	.....	.....	.....		.....	.....		.....			.....	31
32	.....	.....	.....	.....		.....	.....		.....			.....	32
33	.....	.....	.....	.....		.....	.....		.....			.....	33
34	.....	.....	.....	.....		.....	.....		.....			.....	34
35	$1,535	.....	$741,876	$13,409		$1,344	$1,543,868		$32,041			$630	35

RAILROAD CORPORATIONS, JUNE 30, 1910.

according to state lines; the figures are shown to the nearest dollar only.
side or *debit* balances on the liabilities side.

L. No.	Item.	Campbell H. C.	Carthage & Adirondack.	Carthage, W. & S. H.	Cayuga & Susquehanna.	Central D. & T.	Chateaugay & L. P.	Conesus Lake.	L. No.
1	Gross investment in road and equipment	$626,580	$1,599,273	$775,112	$600,000	$555,309	$3,450,100	$27,028	1
2	Reserve for accrued depreciation, Cr.	.....	.....	.....	.....	.....	.....	.....	2
3	Net investment in road and equipment	$626,580	$1,599,273	$775,112	$600,000	$555,309	$3,450,100	$27,028	3
	Other permanent investments:								
4	Securities of system corporations	.....	.....	.....	.....	.....	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	.....	.....	7
8	Cash	.....	.....	24,773	4,939	3,468	.....	.....	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	.....	.....	.....	.....	.....	.....	.....	10
11	Other working assets and accrued income	.....	.....	135,246	.....	13,883	.....	.....	11
12	All other debit balances	.....	25,402	.....	.....	500	149,317	.....	12
13	Net corporate deficit	.....	.....	.....	.....	.....	.....	866	13
14	Total	$626,580	$1,624,675	$935,132	$604,939	$573,160	$3,599,417	$27,894	14
15	Capital stocks	$125,000	$500,000	$486,500	$589,110	$487,500	$3,450,000	$18,750	15
16	Funded debt	[1] 501,580	1,100,000	300,000	.....	.....	[2] 144,100	[3] 9,144	16
17	Working and accrued liabilities	.....	.....	9,325	.....	.....	.....	.....	17
18	All other credit balances	.....	.....	845	.....	500	.....	.....	18
	Corporate surplus:								
19	Adds. to prpty. through inc. since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	.....	24,675	138,462	15,829	85,160	5,317	.....	21
22	Total corporate surplus	.....	$24,675	$138,462	$15,829	$85,160	$5,317	.....	22

[1] Includes $1580 obligations for advances for construction, equipment, and betterments. [2] Includes $100 obligations for advances for construction, equipment, and betterments. [3] Obligations for advances for construction, equipment, and betterments.

CORPORATIONS, YEAR ENDED JUNE 30, 1910.

according to state lines; the figures are shown to the nearest dollar only.
during year and *deficits.*

L. No.	Item.	Campbell H. C.	Carthage & Adirondack.	Carthage, W. & S. H.	Cayuga & Susquehanna.	Central D. & T.	Chateaugay & L. P.	Conesus Lake.	L. No.
1	Net revenue optn. other than railroad properties		.....	.....	.....	.....	.....		1
2	Gross rent accrued from leased road		$44,000	$69,268	$54,600	$27,765	$95,323		2
3	Taxes chargeable to leased road		.....	.....	.....	$7,112	.....		3
4	Administration expenses		.....	$253	.....	1,014	.....		4
5	Income from lease of road		$44,000	$69,016	$54,600	$19,639	$95,323		5
	Non-operating income:								
6	O her rents, credits		.....	.....	.....	.....	.....		6
7	Dividends on stocks owned or controlled		.....	.....	.....	.....	.....		7
8	Interest on bonds owned or controlled		.....	.....	.....	.....	.....		8
9	Interest on other accounts		.....	3,132	.....	.....	.....		9
10	All other non-operating income		.....	.....	.....	866	.....		10
11	Total non-operating income		.....	$3,132	.....	$866	.....		11
12	Gross income		$44,000	$72,148	$54,600	$20,506	$95,323		12
	Income deductions:								
13	Rent accrued for lease of other roads		.....	.....	.....	.....	644		13
14	Other rents accrued, debits		.....	.....	.....	1,200	.....		14
15	Interest accrued on funded debt		44,000	15,000	.....	.....	7,200		15
16	Other interest deductions	Income account not reported.	.....	.....	.....	.....	.....	Income account not reported.	16
17	Sinking funds chargeable to income		.....	.....	.....	.....	.....		17
18	Other income deductions		.....	.....	808	.....	.....		18
19	Total income deductions		$44,000	$15,000	$808	$1,200	$7,844		19
20	Net corporate income		.....	$57,148	$53,792	$19,306	$87,479		20
	Appropriations charged to income:								
21	Dividends on preferred stock		.....	1,075	.....	.....	87,479		21
22	Dividends on common stock		.....	23,250	53,020	18,281	.....		22
23	Dividends on other securities		.....	.....	.....	.....	.....		23
24	Additions and betterments charged to income		.....	.....	.....	.....	.....		24
25	Appropriations to reserves		.....	.....	.....	.....	.....		25
26	Miscellaneous appropriations		.....	.....	.....	.....	.....		26
27	Total appropriations charged to income		.....	$24,325	$53,020	$18,281	$87,479		27
28	Balance transferred to profit and loss		.....	$32,823	$772	$1,024	.....		28
29	Balance profit and loss, June 30, 1909		$24,675	154,289	15,057	84,136	$5,317	*$866*	29
30	Miscellaneous credits during year		.....	.....	.....	.....	.....		30
	Dividends declared from surplus:								
31	On preferred stock		.....	2,150	.....	.....	.....		31
32	On common stock		.....	46,500	.....	.....	.....		32
33	On other securities		.....	.....	.....	.....	.....		33
34	Miscellaneous debits during year		.....	.....	.....	.....	.....		34
35	Balance, profit and loss, June 30, 1910		$24,675	$138,462	$15,829	$85,160	$5,317	*$866*	35

TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *credit* balances on the assets

L. No.	C. & S. V.	D. & E. (Corpn.[4])	Delaware & E. (Receivers.)		Dunkirk, A. V. & P.	Ellenville & K.	Elmira & Lake Ontario.	Elmira & Williamsport.	Elmira State Line.	Erie & Black R.	Erie & Jersey.	Fitchburg.	L. No.
1	$481,998	$2,186,896	[6] $108	.....	$4,200,000	$950,000	$2,048,169	$2,547,843	$189,200	$38,570	$7,221,084	$46,401,410	1
2	.....	1,641	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$481,998	$2,185,256	[6] $108	.....	$4,200,000	$950,000	$2,048,169	$2,547,843	$189,200	$38,570	$7,221,084	$46,401,410	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,651,075	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	135,607	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,263	7
8	.....	.....	.....	.....	578	250	12,625	659	.....	.....	2,797	3,641	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	936,034	10
11	.....	.....	16,414	.....	250	13,000	.....	31,052	61,000	.....	49,775	346,175	11
12	26,812	14,436	[7] 5,965	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	257	33,933	.....	.....	.....	.....	[8] 441,529	.....	.....	.....	.....	.....	13
14	$509,067	$2,233,624	$22,487	.....	$4,200,828	$963,250	$2,502,323	$2,579,554	$250,200	$38,570	$7,273,657	$50,482,204	14
15	$307,400	$600,000	.....	.....	$1,300,000	$300,000	$1,500,000	$996,250	$90,200	$9,600	$600,000	$24,011,400	15
16	200,000	[5] 1,109,793	.....	.....	2,900,000	650,000	500,000	1,532,500	.....	[3] 28,970	3,000,000	23,067,000	16
17	1,667	520,949	.....	.....	162	13,000	494,283	41,559	[9] 160,000	.....	3,673,657	854,079	17
18	.....	2,882	$587	.....	.....	.....	8,041	.....	.....	.....	.....	660,399	18
19	.....	.....	.....	.....	.....	.....	.....	3,836	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	21,900	.....	666	250	.....	5,409	.....	.....	.....	1,889,326	21
22	.....	.....	$21,900	.....	$666	$250	.....	$9,244	.....	.....	.....	$1,889,326	22

[3] Obligations for advances for construction, equipment, and betterments. [4] Balance sheet as of February 28, 1910. [5] Includes $31,101 advances for construction, equipment, and betterments. [6] Since March 1, 1910. [7] Includes $5632 reported as "Liabilities of Delaware & Eastern R.R. Co. paid by receivers". [8] After crediting $20,783 on account of "Additions to property through income since June 30, 1907". [9] Matured funded debt unpaid.

TABLE 102 L: INCOME ACCOUNT, LESSOR STEAM RAILROAD

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *losses*

L. No.	C. & S. V.	D. & E. (Corpn.[2])	Delaware & E. (Receivers.[3])		Dunkirk, A. V. & P.	Ellenville & K.	Elmira & Lake Ontario.	Elmira & Williamsport.	Elmira State Line.	Erie & Black R.	Erie & Jersey.	Fitchburg.	L. No.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	1
2	$10,000	$44,133	$22,067	.....	$223,000	$26,000	$57,932	$139,650	$6,314			$1,869,724	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	3
4	.....	.....	.....	.....	.....	.....	.....	$3,289	.....			$8,818	4
5	$10,000	$44,133	$22,067	.....	$223,000	$26,000	$57,932	$136,361	$6,314			$1,860,906	5
6	.....	.....	.....	.....	.....	.....	9,240	.....	.....			.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	8
9	.....	.....	.....	.....	.....	.....	.....	19	.....			280	9
10	.....	173	.....	.....	517	.....	.....	.....	.....			1,538	10
11	.....	$173	.....	.....	$517	.....	$9,240	$19	.....			$1,818	11
12	$10,000	$44,306	$22,067	.....	$223,517	$26,000	$67,172	$136,380	$6,314			$1,862,724	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	13
14	.....	.....	.....	.....	.....	.....	72,149	.....	.....			.....	14
15	10,000	33,333	.....	.....	203,000	26,000	25,000	76,625	.....			943,995	15
16	.....	10,400	.....	.....	351	.....	70,288	.....	.....	Income	Income	9,479	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	account	account	.....	17
18	.....	4,085	167	.....	.....	.....	.....	23	.....	not	not	.....	18
19	$10,000	$47,818	$167	.....	$203,351	$26,000	$167,437	$76,648	.....	reported.	reported.	$953,474	19
20	.....	*$3,512*	$21,900	.....	$20,166	.....	*$100,265*	$59,732	$6,314			$909,250	20
21	.....	.....	.....	.....	.....	.....	.....	34,755	.....			909,250	21
22	.....	.....	.....	.....	19,500	.....	.....	24,987	6,314			.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	23
24	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	24
25	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	25
26	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	26
27	.....	.....	.....	.....	$19,500	.....	.....	$59,742	$6,314			$909,250	27
28	.....	*$3,512*	$21,900	.....	$666	.....	*$100,265*	*$10*	.....			.....	28
29	*$257*	*30,421*	.....	.....	.....	$250	*361,716*	5,419	.....			$1,952,181	29
30	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	33
34	.....	.....	.....	.....	.....	.....	332	.....	.....			[4] 62,855	34
35	*$257*	*$33,933*	$21,900	.....	$666	$250	*$462,312*	$5,409	.....			$1,889,326	35

[2] Covers period from July 1, 1909, to February 28, 1910, when receivers were appointed. [3] Covers period from March 1, 1910, to June 30, 1910. [4] Discount on stock disposed of during year.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
side or *debit* balances on the liabilities side.

L. No.	Item.	Geneva, C. & S.	Gloversville & B.	Goshen & Deckertown.	Gouverneur & O.	Greene.	Harlem River & Port C.	Hartford & C. W.	L. No.
1	Gross investment in road and equipment	$14,870,135	$90,000	$342,690	$673,351	$400,003	$22,512,971	$3,497,409	1
2	Reserve for accrued depreciation, Cr.	.....	.....	.....	.....	.....	.....	.....	2
3	Net investment in road and equipment	$14,870,135	$90,000	$342,690	$673,351	$400,003	$22,512,971	$3,497,409	3
	Other permanent investments:								
4	Securities of system corporations	.....	.....	.....	.....	.....	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	3,080,790	.....	7
8	Cash	.....	.....	3,334	.....	.....	232	829	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	.....	.....	.....	.....	.....	.....	.....	10
11	Other working assets and accrued income	.....	.....	6,195	.....	.....	218,773	15,773	11
12	All other debit balances	750,947	.....	.....	.....	.....	.....	209,125	12
13	Net corporate deficit	.....	.....	.....	.....	.....	.....	175,041	13
14	Total	$15,621,082	$90,000	$352,219	$673,351	$400,003	$25,812,765	$3,898,177	14
15	Capital stocks	$7,325,000	$60,000	$96,190	$350,000	$200,000	$1,000,000	$2,987,000	15
16	Funded debt	4,100,000	30,000	246,500	300,000	.....	1,000,000	700,000	16
17	Working and accrued liabilities	2,159,799	.....	.....	.....	200,003	23,812,765	.....	17
18	All other credit balances	.....	.....	6,195	23,351	.....	.....	231,177	18
	Corporate surplus:								
19	Adds. to prpty. through inc. since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	2,036,282	.....	3,334	.....	.....	.....	.....	21
22	Total corporate surplus	$2,036,282	.....	$3,334	.....	.....	.....	.....	22

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
during year and *deficits*.

L. No.	Item.	Geneva, C. & S.	Gloversville & B.	Goshen & Deckertown.	Gouverneur & O.	Greene.	Harlem River & Port C.	Hartford & C. W.	L. No.
1	Net revenue optn. other than railroad properties	.....	.....	.....	.....	.....	.....	.....	1
2	Gross rent accrued from leased road	$491,375	.....	$19,035	$15,000	$12,000	$758,939	$90,846	2
3	Taxes chargeable to leased road	.....	.....	$101	.....	.....	.....	.....	3
4	Administration expenses	.....	.....	206	.....	.....	.....	.....	4
5	Income from lease of road	$491,375	$1,500	$18,728	$15,000	$12,000	$758,939	$90,846	5
	Non-operating income:								
6	Other rents, credits	.....	.....	.....	.....	.....	.....	.....	6
7	Dividends on stocks owned or controlled	.....	.....	.....	.....	.....	.....	.....	7
8	Interest on bonds owned or controlled	.....	.....	.....	.....	.....	.....	.....	8
9	Interest on other accounts	.....	.....	.....	.....	.....	.....	.....	9
10	All other non-operating income	.....	.....	.....	.....	.....	.....	.....	10
11	Total non-operating income	.....	.....	.....	.....	.....	.....	.....	11
12	Gross income	$491,375	$1,500	$18,728	$15,000	$12,000	$758,939	$90,846	12
	Income deductions:								
13	Rent accrued for lease of other roads	.....	.....	.....	.....	.....	.....	.....	13
14	Other rents accrued, debits	.....	.....	.....	.....	.....	.....	.....	14
15	Interest accrued on funded debt	210,000	1,500	14,790	15,000	.....	40,000	31,500	15
16	Other interest deductions	.....	.....	.....	.....	.....	648,939	.....	16
17	Sinking funds chargeable to income	.....	.....	.....	.....	.....	.....	.....	17
18	Other income deductions	.....	.....	.....	.....	.....	.....	.....	18
19	Total income deductions	$210,000	$1,500	$14,790	$15,000	.....	$688,939	$31,500	19
20	Net corporate income	$281,375	.....	$3,938	.....	$12,000	$70,000	$59,346	20
	Appropriations charged to income:								
21	Dividends on preferred stock	200,000	.....	.....	.....	.....	.....	.....	21
22	Dividends on common stock	81,375	.....	3,848	.....	12,000	70,000	59,346	22
23	Dividends on other securities	.....	.....	.....	.....	.....	.....	.....	23
24	Additions and betterments charged to income	.....	.....	.....	.....	.....	.....	.....	24
25	Appropriations to reserves	.....	.....	.....	.....	.....	.....	.....	25
26	Miscellaneous appropriations	.....	.....	.....	.....	.....	.....	.....	26
27	Total appropriations charged to income	$281,375	.....	$3,848	.....	$12,000	$70,000	$59,346	27
28	Balance transferred to profit and loss	.....	.....	$90	.....	.....	.....	.....	28
29	Balance profit and loss, June 30, 1909	$2,036,282	.....	3,244	.....	.....	.....	*$175,041*	29
30	Miscellaneous credits during year	.....	.....	.....	.....	.....	.....	.....	30
	Dividends declared from surplus:								
31	On preferred stock	.....	.....	.....	.....	.....	.....	.....	31
32	On common stock	.....	.....	.....	.....	.....	.....	.....	32
33	On other securities	.....	.....	.....	.....	.....	.....	.....	33
34	Miscellaneous debits during year	.....	.....	.....	.....	.....	.....	.....	34
35	Balance, profit and loss, June 30, 1910	$2,036,282	.....	$3,334	.....	.....	.....	*$175,041*	35

TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *credit* balances on the assets

L. No.	Jamaica & S. S.	J. & C.	Lehigh & New York.	Lehigh Valley.	L. I., N. S. B.	Mahopac Falls.	M. & C.	Middletown, U. & W. G.	Mohawk & Malone.	M. & Erie.	N. J. & N. Y.	N. Y. & Harlem.	L. No.
1	$667,619	$725,000	$5,803,348	$34,097,962	$1,587,150	$100,113	$193,354	$350,476	$11,406,516	$327,000	$192,500	$22,100,738	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$667,619	$725,000	$5,803,348	$34,097,962	$1,587,150	$100,113	$193,354	$350,476	$11,406,516	$327,000	$192,500	$22,100,738	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	24,218	.....	.....	.....	18,488	.....	68	373	.....	1,517	.....	839,356	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58,098	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,696	10
11	.....	.....	.....	.....	.....	.....	114,803	.....	.....	.....	.....	500	11
12	.....	.....	.....	.....	[14] 108,000	.....	.....	.....	38,533	1,589	.....	138,000	12
13	.....	.....	764,617	.....	27	.....	.....	393,435	.....	.....	.....	.....	13
14	$691,837	$725,000	$6,567,965	$34,097,962	$1,713,665	$100,113	$308,225	$744,285	$11,445,050	$330,107	$192,500	$23,193,388	14
15	$500,000	$475,000	$3,803,348	$11,745,000	$195,150	$100,000	$122,200	$149,850	$5,000,000	$150,000	$72,500	$10,000,000	15
16	[3] 175,547	250,000	2,000,000	[13] 22,352,962	1,500,000	.....	66,000	150,000	6,400,000	170,500	.....	12,000,000	16
17	.....	.....	598,572	.....	18,515	.....	.....	444,435	.....	1,590	.....	7,431	17
18	.....	.....	166,046	.....	.....	.....	801	.....	45,050	.....	120,000	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	16,290	.....	.....	.....	.....	113	119,224	.....	.....	8,017	.....	1,185,957	21
22	$16,290	.....	.....	.....	.....	$113	$119,224	.....	.....	$8,017	.....	$1,185,957	22

[3] Obligations for advances for construction, equipment, and betterments. Includes $2962 obligations for advances for construction, equipment, and betterments.

[14] Subscriptions for capital stock.

TABLE 102 L: INCOME ACCOUNT, LESSOR STEAM RAILROAD

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *losses*

L. No.	Jamaica & S. S.	J. & C.	Lehigh & New York.	Lehigh Valley.	L. I., N. S. B.	Mahopac Falls.	Middletown & Crawford.	Middletown, U. & W. G.	Mohawk & Malone.	M. & Erie.	N. J. & N. Y.	N. Y. & Harlem.	L No
1	.....		.....	.....	.....		.....	.....	.....	.....		.....	1
2	$5,000		$80,000	$993,750	$71,250		$10,500	$26,017	$436,500	$16,000		$1,822,500	2
3	.....		.....	.....	.....		.....	.....	.....	$225		.....	3
4	$5		.....	.....	$27		.....	.....	.....	476		$6,976	4
5	$4,995		$80,000	$993,750	$71,223		$10,500	$26,017	$436,500	$15,299		$1,815,524	5
6	.....		.....	.....	.....		.....	.....	.....	.....		.....	6
7	.....		.....	.....	.....		.....	.....	.....	.....		2,000	7
8	.....		.....	.....	.....		.....	.....	.....	.....		.....	8
9	.....		.....	.....	.....		.....	.....	.....	.....		23,765	9
10	.....		.....	.....	.....		.....	.....	.....	.....		903	10
11	.....		.....	.....	.....		.....	.....	.....	.....		$26,669	11
12	$4,995		$80,000	$993,750	$71,223		$10,500	$26,017	$436,500	$15,299		$1,842,193	12
13	.....		.....	.....	.....		.....	.....	.....	.....		.....	13
14	.....		.....	.....	.....		.....	.....	.....	.....		.....	14
15	.....		80,000	993,750	71,250		2,970	18,958	236,500	8,525		420,000	15
16	.....	Income	.....	.....	.....	Income	.....	.....	.....	.....	Income	.....	16
17	.....	account	.....	.....	.....	account	.....	.....	.....	.....	account	.....	17
18	.....	not reported.	.....	.....	.....	not reported.	.....	12,953	.....	.....	not reported.	3,121	18
19	.....		$80,000	$993,750	$71,250		$2,970	$31,911	$236,500	$8,525		$423,121	19
20	$4,995		.....	.....	*$27*		$7,530	*$5,895*	$200,000	$6,774		$1,419,072	20
21	.....		.....	.....	.....		.....	.....	.....	.....		134,395	21
22	.....		.....	.....	.....		.....	.....	200,000	6,750		865,605	22
23	.....		.....	.....	.....		.....	.....	.....	.....		.....	23
24	.....		.....	.....	.....		.....	.....	.....	.....		.....	24
25	.....		.....	.....	.....		.....	.....	.....	.....		.....	25
26	.....		.....	.....	.....		.....	.....	.....	.....		.....	26
27	.....		.....	.....	.....		.....	.....	$200,000	$6,750		$1,000,000	27
28	$4,995		.....	.....	*$27*		$7,530	*$5,895*	.....	$24		$419,072	28
29	11,295		*$300,393*	.....	.....	$113	111,694	*387,541*	.....	7,993		766,886	29
30	.....		.....	.....	.....		.....	.....	.....	.....		.....	30
31	.....		.....	.....	.....		.....	.....	.....	.....		.....	31
32	.....		.....	.....	.....		.....	.....	.....	.....		.....	32
33	.....		.....	.....	.....		.....	.....	.....	.....		.....	33
34	.....		464,225	.....	.....		.....	.....	.....	.....		.....	34
35	$16,290		*$764,617*	.....	*$27*	$113	$119,224	*$393,435*	.....	$1,517		$1,185,957	35

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
side or *debit* balances on the liabilities side.

L. No.	Item.	New York & Putnam.	N. Y. C. & N. R.	New York, L. & W.	Niagara Falls Branch.	N. R. R. Co. of N. J.	Nyack & Northern.	Nyack & Southern.	L. No.
1	Gross investment in road and equipment	$11,992,927	$28,100	$32,302,339	$243,756	$1,706,993	.....	$45,000	1
2	Reserve for accrued depreciation, Cr.	.....	.....	.....	.....	.....	.....	.....	2
3	Net investment in road and equipment	$11,992,927	$28,100	$32,302,339	$243,756	$1,706,993	.....	$45,000	3
	Other permanent investments:								
4	Securities of system corporations	25,000	.....	.....	.....	154,639	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	5,000	5
6	Other securities	.....	.....	.....	.....	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	.....	.....	7
8	Cash	.....	.....	.....	.....	.....	.....	.....	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	.....	.....	.....	.....	.....	.....	.....	10
11	Other working assets and accrued income	.....	.....	.....	.....	.....	.....	.....	11
12	All other debit balances	90,645	.....	.....	6,244	8,371	.....	.....	12
13	Net corporate deficit	.....	.....	.....	.....	.....	$246,136	.....	13
14	Total	$12,108,573	$28,100	$32,302,339	$250,000	$1,870,003	$246,136	$50,000	14
15	Capital stocks	$6,500,000	$28,100	$10,000,000	$250,000	$1,000,000	$74,800	$50,000	15
16	Funded debt	5,225,000	.....	22,000,000	.....	808,000	.....	.....	16
17	Working and accrued liabilities	383,573	.....	302,339	.....	639	150,000	.....	17
18	All other credit balances	.....	.....	.....	.....	.....	21,336	.....	18
	Corporate surplus:								
19	Adds. to prpty. through inc. since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	.....	.....	.....	.....	61,364	.....	.....	21
22	Total corporate surplus	.....	.....	.....	.....	$61,364	.....	.....	22

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
during year and *deficits.*

L. No.	Item.	New York & Putnam.	N. Y. C. & N. R.	New York, L. & W.	Niagara Falls Branch.	N. R. R. Co. of N. J.	Nyack & Northern.	Nyack & Southern.	L. No.
1	Net revenue optn. other than railroad properties	.....		.....	.....				1
2	Gross rent accrued from leased road	$221,000		$1,670,000	$17,500				2
3	Taxes chargeable to leased road	.....		.....	.....				3
4	Administration expenses	.....		.....	.....				4
5	Income from lease of road	$221,000		$1,670,000	$17,500				5
	Non-operating income:								
6	Other rents, credits	.....		.....	.....				6
7	Dividends on stocks owned or controlled	.....		.....	.....				7
8	Interest on bonds owned or controlled	.....		.....	.....				8
9	Interest on other accounts	.....		.....	.....				9
10	All other non-operating income	.....		.....	.....				10
11	Total non-operating income	.....		.....	.....				11
12	Gross income	$221,000		$1,670,000	$17,500				12
	Income deductions:								
13	Rent accrued for lease of other roads	.....		.....	.....				13
14	Other rents accrued, debits	.....		.....	.....				14
15	Interest accrued on funded debt	221,000		1,170,000	.....				15
16	Other interest deductions	.....	Income account not reported.	.....	.....	Income account not reported.	Income account not reported.	Income account not reported.	16
17	Sinking funds chargeable to income	.....		.....	.....				17
18	Other income deductions	.....		.....	.....				18
19	Total income deductions	$221,000		$1,170,000	.....				19
20	Net corporate income	.....		$500,000	$17,500				20
	Appropriations charged to income:								
21	Dividends on preferred stock	.....		.....	.....				21
22	Dividends on common stock	.....		500,000	17,500				22
23	Dividends on other securities	.....		.....	.....				23
24	Additions and betterments charged to income	.....		.....	.....				24
25	Appropriations to reserves	.....		.....	.....				25
26	Miscellaneous appropriations	.....		.....	.....				26
27	Total appropriations charged to income	.....		$500,000	$17,500				27
28	Balance transferred to profit and loss	.....		.....	.....				28
29	Balance profit and loss, June 30, 1909	.....		.....	.....	$61,364	*$246,136*		29
30	Miscellaneous credits during year	.....		.....	.....				30
	Dividends declared from surplus:								
31	On preferred stock	.....		.....	.....				31
32	On common stock	.....		.....	.....				32
33	On other securities	.....		.....	.....				33
34	Miscellaneous debits during year	.....		.....	.....				34
35	Balance, profit and loss, June 30, 1910	.....		.....	.....	$61,364	*$246,136*		35

TABLE 101 L: BALANCE SHEET, LESSOR STEAM

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *credit* balances on the assets.

L. No.	Nypano.	Ontario, C. & S.	Oswego & Rome.	Oswego & Syracuse.	P. C.	Pochuck.	Port Jervis, M. & S.	Rensselaer & Saratoga.	Rochester & G. V.	Rome & Clinton.	Rome, W. & O.	S. & S.	L. No
1	$48,000,000	$3,807,256	$964,900	$2,405,467	$80,061	$38,847	$560,000	$10,917,489	$555,200	$360,000	$18,524,931	$450,000	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	$48,000,000	$3,807,256	$964,900	$2,405,467	$80,061	$38,847	$560,000	$10,917,489	$555,200	$360,000	$18,524,931	$450,000	3
4	.....	.....	.....	.....	.....	.....	.....	475,448	.....	.....	2,346,247	.....	4
5	.....	.....	.....	.....	.....	.....	.....	607,063	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,830	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	287	.....	.....	.....	.....	250	23,535	74	114	200	1,696	8
9	.....	.....	.....	.....	.....	.....	.....	60,000	.....	.....	.....	5,000	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	16,365	.....	.....	.....	.....	9,000	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	399,570	.....	12
13	.....	.....	.....	28,664	.....	.....	.....	.....	.....	.....	.....	.....	13
14	$48,000,000	$3,823,908	$964,900	$2,434,132	$80,061	$38,847	$569,250	$12,083,535	$555,274	$360,114	$21,281,781	$456,696	14
15	$20,000,000	$1,500,000	$214,900	$1,320,400	$40,000	$20,000	$110,000	$10,000,000	$555,200	$345,360	$9,999,957	$450,000	15
16	28,000,000	1,500,000	750,000	1,106,000	.....	[3] 18,847	450,000	2,000,000	.....	.....	10,773,800	.....	16
17	.....	11,267	.....	7,732	40,061	.....	9,000	.....	.....	40	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	517	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	812,642	.....	.....	.....	.....	250	83,535	74	14,715	507,507	6,696	21
22	.....	$812,642	.....	.....	.....	.....	$250	$83,535	$74	$14,715	$507,507	$6,696	22

[3] Obligations for advances for construction, equipment, and betterments.

TABLE 102 L: INCOME ACCOUNT, LESSOR STEAM RAILORAD

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote *losses*

L. No.	Nypano.	Ontario, C. & S.	Oswego & Rome.	Oswego & Syracuse.	P. C.	Pochuck.	Port Jervis, M. & S.	Rensselaer & Saratoga.	Rochester & G. V.	Rome & Clinton.	Rome, W. & O.	S. & S.	L. No.
1		.....	.....				.....	.....	.....	.....	.....	.....	1
2		$148,060	$44,500				$18,000	$941,000	$34,080	$22,375	$1,045,118	$31,750	2
3		.....	.....				.....	.....	.....	.....	.....	.....	3
4		$2,500	.....				.....	$2,556	$418	$427	$6,943	$667	4
5		$145,560	$44,500				$18,000	$938,444	$33,662	$21,948	$1,038,175	$31,083	5
6		.....	.....				.....	800	.....	.....	.....	.....	6
7		.....	.....				.....	.....	.....	.....	.....	.....	7
8		.....	.....				.....	2,400	.....	.....	.....	200	8
9		.....	.....				.....	.....	.....	.....	.....	.....	9
10		63	.....				.....	.....	.....	.....	.....	.....	10
11		$63	.....				.....	$3,200	.....	.....	.....	$200	11
12		$145,623	$44,500				$18,000	$941,644	$33,662	$21,948	$1,038,175	$31,283	12
13		.....	.....				.....	.....	.....	.....	.....	.....	13
14		.....	.....				.....	.....	.....	.....	.....	.....	14
15		75,000	44,500				18,000	140,000	.....	.....	538,118	.....	15
16	Income account not reported.	.....	.....	Income account not reported.	Income account not reported.	Income account not reported.	.....	.....	.....	.....	.....	.....	16
17		.....	.....				.....	.....	.....	.....	.....	.....	17
18		.....	.....				.....	.....	.....	566	.....	.....	18
19		$75,000	$44,500				$18,000	$140,000	.....	$566	$538,118	.....	19
20		$70,622	.....				.....	$801,644	$33,662	$21,382	$500,057	$31,283	20
21		.....	.....				.....	.....	.....	.....	.....	.....	21
22		.....	.....				.....	800,000	33,312	21,581	500,000	31,500	22
23		.....	.....				.....	.....	.....	.....	.....	.....	23
24		.....	.....				.....	.....	.....	.....	.....	.....	24
25		.....	.....				.....	.....	.....	.....	.....	.....	25
26		.....	.....				.....	.....	.....	.....	.....	.....	26
27		.....	.....				.....	$800,000	$33,312	$21,581	$500,000	$31,500	27
28		$70,622	.....				$250	$1,644	$350	*$198*	$57	*$217*	28
29		742,019	.....	*$28,664*			.....	81,891	140	14,913	507,450	6,913	29
30		.....	.....				.....	.....	2	.....	.....	.....	30
31		.....	.....				.....	.....	.....	.....	.....	.....	31
32		.....	.....				.....	.....	.....	.....	.....	.....	32
33		.....	.....				.....	.....	.....	.....	.....	.....	33
34		.....	.....				.....	.....	418	.....	.....	.....	34
35		$812,642	.....	*$28,664*			$250	$83,535	$74	$14,715	$507,507	$6,696	35

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
side or *debit* balances on the liabilities side.

L. No.	Item.	Ticonderoga.	Tivoli Hollow.	Troy & Bennington.	Troy & Greenbush.	Union.	Union Terminal.	Utica & Black River.	L. No.
1	Gross investment in road and equipment	$60,000	$32,500	$236,953	$275,000	$50,000	$1,401,988	$4,368,222	1
2	Reserve for accrued depreciation, Cr.	.....	.....	.....	.....	.....	.....	.....	2
3	Net investment in road and equipment	$60,000	$32,500	$236,953	$275,000	$50,000	$1,401,988	$4,368,222	3
	Other permanent investments:								
4	Securities of system corporations	.....	.....	.....	.....	.....	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	37,500	.....	6
7	Physical property	.....	.....	.....	.....	.....	.....	.....	7
8	Cash	.....	.....	5,578	1,375	.....	11,808	.....	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	.....	.....	.....	.....	.....	.....	.....	10
11	Other working assets and accrued income	900	.....	.....	.....	.....	.....	.....	11
12	All other debit balances	19,000	.....	.....	.....	.....	.....	.....	12
13	Net corporate deficit	.....	.....	.....	.....	.....	.....	.....	13
14	Total	$79,900	$32,500	$242,532	$276,375	$50,000	$1,451,296	$4,368,222	14
15	Capital stock	$30,000	$32,500	$150,800	$270,000	$50,000	$302,500	$2,223,000	15
16	Funded debt	30,000	.....	.....	.....	.....	1,020,000	$1,950,000	16
17	Working and accrued liabilities	900	.....	.....	.....	.....	4,915	.....	17
18	All other credit balances	.....	.....	.....	.....	.....	.....	.....	18
	Corporate surplus:								
19	Adds. to prpty. through inc. since June 30, 1907	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	19,000	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	.....	.....	91,732	6,375	.....	123,881	.....	21
22	Total corporate surplus	$19,000	.....	$91,732	$6,375	.....	$123,881	$195,222	22

CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

according to state lines; the figures are shown to the nearest dollar only.
during year and *deficits*.

L. No.	Item.	Ticonderoga.	Tivoli Hollow.	Troy & Bennington.	Troy & Greenbush.	Union.	Union Terminal.	Utica & Black River.	L. No.
1	Net revenue optn. other than railroad properties	.....		.....	.....		.....	.....	1
2	Gross rent accrued from leased road	$4,300		$15,400	$19,250		.....	$159,710	2
3	Taxes chargeable to leased road	.....		.....	.....		$227	.....	3
4	Administration expenses	.....		$250	$256		9	$4,500	4
5	Income from lease of road	$4,300		$15,150	$18,994		*$236*	$155,210	5
	Non-operating income:								
6	Other rents, credits	.....		.....	.....		.....	.....	6
7	Dividends on stocks owned or controlled	.....		.....	.....		.....	.....	7
8	Interest on bonds owned or controlled	.....		.....	.....		1,313	.....	8
9	Interest on other accounts	.....		223	.....		411	.....	9
10	All other non-operating income	.....		.....	.....		.....	.....	10
11	Total non-operating income	.....		.....	.....		$1,723	.....	11
12	Gross income	$4,300		$15,373	$18,994		$1,487	$155,210	12
	Income deductions:								
13	Rent accrued for lease of other roads	.....		.....	.....		.....	.....	13
14	Other rents accrued, debits	.....		.....	.....		.....	.....	14
15	Interest accrued on funded debt	1,800		.....	.....		900	78,000	15
16	Other interest deductions	.....	Income account not reported.	.....	.....	Income account not reported.	26	.....	16
17	Sinking funds chargeable to income	1,000		.....	.....		.....	.....	17
18	Other income deductions	.....		.....	.....		.....	.....	18
19	Total income deductions	$2,800		.....	.....		$926	$78,000	19
20	Net corporate income	$1,500		$15,373	$18,994		$561	$77,210	20
	Appropriations charged to income:								
21	Dividends on preferred stock	575		.....	.....		.....	.....	21
22	Dividends on common stock	925		15,080	18,900		.....	77,210	22
23	Dividends on other securities	.....		.....	.....		.....	.....	23
24	Additions and betterments charged to income	.....		.....	.....		.....	.....	24
25	Appropriations to reserves	.....		.....	.....		.....	.....	25
26	Miscellaneous appropriations	.....		.....	.....		.....	.....	26
27	Total appropriations charged to income	$1,500		$15,080	$18,900		.....	$77,210	27
28	Balance transferred to profit and loss	.....		$293	$94		$561	.....	28
29	Balance profit and loss, June 30, 1909	.....		91,438	6,281		123,730	$195,222	29
30	Miscellaneous credits during year	.....		.....	.....		.....	.....	30
	Dividends declared from surplus:								
31	On preferred stock	.....		.....	.....		.....	.....	31
32	On common stock	.....		.....	.....		.....	.....	32
33	On other securities	.....		.....	.....		.....	.....	33
34	Miscellaneous debits during year	.....		.....	.....		410	.....	34
35	Balance, profit and loss, June 30, 1910	.....		$91,732	$6,375		$123,881	$195,222	35

TABLE 101 L: BALANCE SHEET, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. Figures in *italics* denote *credit* balances on the assets side or *debit* balances on the liabilities side.

L. No.	Item.	Utica, C. & S. V.	Utica, C. & B.	Valley.	Wallkill Valley.	W., C. & P. C.	Western N. Y. & P.	West Shore.	W. T. & G. I.	Wharton Valley.	L. No.
1	Gross investment in road and equipment	$4,031,412	$1,690,566	$1,156,849	$946,878	$107,471	$56,830,839	$65,260,065	.....	$145,000	1
2	Reserve for accrued depreciation, credit	.....	.....	.....	.....	.....	177,940	.....	.....	.....	2
3	Net investment in road and equipment	$4,031,412	$1,690,566	$1,156,849	$946,878	$107,471	$56,652,900	$65,260,065	.....	$145,000	3
	Other permanent investments:										
4	Securities of system corporations	.....	.....	.....	.....	.....	105,012	.....	.....	.....	4
5	Advances to system corporations	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Other securities	.....	.....	.....	.....	.....	4	.....	.....	.....	6
7	Physical property	.....	.....	.....	.....	.....	3,756	.....	.....	.....	7
8	Cash	.....	13,043	.....	.....	.....	270,325	.....	.....	.....	8
9	Marketable securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Materials and supplies	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Other working assets and accrued income	.....	.....	.....	.....	1	273,634	.....	.....	625	11
12	All other debit balances	.....	20,000	.....	59,349	.....	.....	3,631,668	.....	.....	12
13	Net corporate deficit	.....	.....	.....	.....	.....	[15] 5,669,195	.....	$3,200	.....	13
14	Total	$4,031,412	$1,723,610	$1,156,849	$1,006,227	$107,472	$62,974,825	$68,891,733	$3,200	$145,625	14
15	Capital stocks	$4,000,000	$849,285	$750,000	$330,000	$62,700	$19,972,756	$10,000,000	$3,200	$70,000	15
16	Funded debt	.....	800,000	400,000	580,000	[15] 42,126	30,762,963	50,000,000	.....	75,000	16
17	Working and accrued liabilities	31,412	20,852	6,849	.....	.....	[17] 12,204,133	.....	.....	625	17
18	All other credit balances	.....	.....	.....	.....	.....	34,973	8,891,733	.....	.....	18
	Corporate surplus:										
19	Adds. to prpty. through inc since June 30, '07	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	Other reserves from surplus	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Profit and loss, balance	.....	53,473	.....	96,227	2,646	.....	.....	.....	.....	21
22	Total corporate surplus	.....	$53,473	.....	$96,227	$2,646	.....	.....	.....	.....	22

[15] Includes $21,626 obligations for advances for construction, equipment, and betterments. [16] After crediting $795,199 "Additions to property through income since June 30, 1907," and $274,623 " Reserves from income or surplus, not specifically invested ". [17] Whereof $11,376,625 represents " Working advances due to other companies " and $437,533 " Due to the City of Buffalo for grade crossing improvements ".

TABLE 102 L: INCOME ACCOUNT, LESSOR STEAM RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. Figures in *italics* denote *losses during year* and *deficits*.

L. No.	Item.	Utica, C. & S. V.	Utica, C. & B.	Valley.	Wallkill Valley.	W., C. & P. C.	Western N. Y. & P.	West Shore.	W. T. & G. I.	Wharton Valley.	L. No.
1	Net rev. optn. other than railroad properties	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Gross rent accrued from leased road	$240,000	$76,500	$57,500	$31,850	$1	$641,954	$2,000,000	.....	$3,750	2
3	Taxes chargeable to leased road	.....	$1,406	.....	.....	.....	.....	.....	.....	.....	3
4	Administration expenses	.....	670	.....	.....	.....	.....	.....	.....	.....	4
5	Income from lease of road	$240,000	$74,425	$57,500	$31,850	$1	$641,954	$2,000,000	.....	$3,750	5
	Non-operating income:										
6	Other rents, credits	.....	.....	.....	.....	.....	49,276	.....	.....	.....	6
7	Dividends on stocks owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Interest on bonds owned or controlled	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Interest on other accounts	.....	.....	.....	.....	.....	337	.....	.....	.....	9
10	All other non-operating income	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Total non-operating income	.....	.....	.....	.....	.....	$49,613	.....	.....	.....	11
12	Gross income	$240,000	$74,425	$57,500	$31,850	$1	$691,567	$2,000,000	.....	$3,750	12
	Income deductions:										
13	Rent accrued for lease of other roads	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Other rents accrued, debits	.....	.....	.....	.....	.....	98,322	.....	.....	.....	14
15	Interest accrued on funded debt	.....	[5] 50,000	20,000	20,300	.....	951,152	2,000,000	.....	3,750	15
16	Other interest deductions	.....	.....	.....	.....	.....	356,099	.....	.....	.....	16
17	Sinking funds chargeable to income	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Other income deductions	.....	.....	.....	.....	.....	320,551	.....	.....	.....	18
19	Total income deductions	.....	$50,000	$20,000	$20,300	.....	$1,726,124	$2,000,000	.....	$3,750	19
20	Net corporate income	$240,000	$24,425	$37,500	$11,500	$1	*$1,034,557*	.....	.....	.....	20
	Appropriations charged to income:										
21	Dividends on preferred stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Dividends on common stock	240,000	[5] 25,964	37,500	11,500	.....	.....	.....	.....	.....	22
23	Dividends on other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	Adds. and betterments charged to income	.....	.....	.....	.....	.....	45,109	.....	.....	.....	24
25	Appropriations to reserves	.....	.....	.....	.....	.....	20,356	.....	.....	.....	25
26	Miscellaneous appropriations	.....	.....	.....	.....	.....	76,106	.....	.....	.....	26
27	Total appropriations charged to income	$240,000	$25,964	$37,500	$11,500	.....	$141,571	.....	.....	.....	27
28	Balance transferred to profit and loss	.....	*$1,539*	.....	.....	$1	*$1,176,128*	.....	.....	.....	28
29	Balance profit and loss, June 30, 1909	.....	55,013	.....	$96,227	2,645	*5,582,151*	.....	$3,200	.....	29
30	Miscellaneous credits during year	.....	.....	.....	.....	.....	19,866	.....	.....	.....	30
	Dividends declared from surplus:										
31	On preferred stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	On common stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	On other securities	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	Miscellaneous debits during year	.....	.....	.....	.....	.....	605	.....	.....	.....	34
35	Balance, profit and loss, June 30, 1910	.....	$53,473	.....	$96,227	$2,646	*$6,739,017*	.....	$3,200	.....	35

[5] $10,000 on debenture stocks included with interest on funded debt.

TABLE 103 L: MISCELLANEOUS INVESTMENTS AND MARKETABLE SECURITIES, LESSOR STEAM RAILROAD CORPORATIONS JUNE 30, 1910.

Only those corporations are included which report investments or marketable securities held on June 30, 1910. The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

The items shown are included in the balance sheet, Table 101L, under the heads "Other Permanent Investments" and "Marketable Securities". Income from securities held during part of the year but not on June 30, 1910, is not included.

Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
	Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
Fitchburg:							
Advances to system corporations:							
Vermont & Mass. R.R. Co.	.....	.....	.....	.....	$2,651,075	$2,651,075	.....
Other permanent investments in physical property:							
Conway land and water rights	.....	.....	.....	1908	8,263	8,263	.....
Other permanent investments in securities, unpledged:							
Stocks:							
Troy Union R.R. Co.	.....	.....	$7,500	May 3, 1887	[1]	[1]	.....
Connecticut River Bridge	.....	.....	10,000	Jan 1, 1874	[2]	[2]	[2] .....
Conway Electric Street Ry. Co.	.....	.....	59,200	.....	.....	.....	.....
Bonds, etc.:							
Conway Electric Street Ry. Co.	4	Jul 1, 1930	35,000	Jun 1910	35,000	35,000	[3] .....
Conway Electric Street Ry. Co.	5	Jan 1, 1924	65,000	Dec 1908	65,000	65,000	[3] .....
Miscellaneous securities:							
Conway Electric Street Ry. Co.	4	[4] Demand	27,000	Dec 1908	27,000	27,000	[3] .....
Conway Electric Street Ry. Co.	Cur.	[4] Demand	8,607	Jun 1910	8,607	8,607	[3] .....
New York & Harlem:							
Marketable securities:							
Stocks:							
Beach Creek R.R. Co.	4	.....	50,000	Jun 28, 1899	53,298	53,298	$2,000
Long Island Land Fertilizing Co.	.....	.....	6,000	Mar 1, 1883	4,800	4,800	.....
New York & Putnam:							
Securities of system corporations, unpledged:							
Stocks:							
Mahopac Falls R.R. Co.	.....	.....	100,000	Jan 12, 1894	[5]	25,000	.....
Northern Railroad Co. of New Jersey:							
Securities of system corporations, pledged:							
Stocks:							
Nyack & Northern R.R. Co.	.....	Jan 1890	150,000	Jun 1900	154,600	154,639	.....
Nyack & Southern:							
Advances to system corporations:							
Erie R.R. Co.	.....	.....	.....	.....	5,000	5,000	.....
Rensselaer & Saratoga:							
Advances to system corporations:							
Construction of Glens Falls R.R.	.....	.....	.....	.....	.....	456,431	.....
Construction of Salem & Rutland R.R.	.....	.....	.....	.....	.....	150,632	.....
Other permanent investments in securities, unpledged:							
Stocks:							
Champlain Transportation Co.	.....	.....	95,450	.....	.....	350,448	[6] .....
Troy Union R.R. Co.	.....	.....	7,500	.....	.....	125,000	[6] .....
Marketable securities:							
Bonds, etc.:							
West Shore R.R. Co.	4	2361	10,000	Jun 2, 1892	10,518	10,000	400
New York City	4	1955	42,000	Jul 11, 1907	42,274	42,000	1,680
New York City	4	1955	8,000	Feb 19, 1908	7,967	8,000	320
Rome, Watertown & Ogdensburg:							
Securities of system corporations, unpledged:							
Stocks:							
Niagara Falls Branch R.R. Co.	7	.....	243,000	1881–1891	243,000	364,500	.....
Utica & Black River R.R. Co.	7	.....	1,120,000	1880	[7]	1,680,000	.....
Oswego & Rome R.R. Co.	.....	.....	202,000	1891–1894	50,550	50,550	.....
Buffalo, Thousand Islands & Portland R.R. Co.	.....	.....	248,200	Mar 12, 1891	[7]	248,200	.....
Bonds, etc.:							
Oswego & Rome R.R. Co., 2nd mort.	5	May 1, 1915	2,997	Apr 1, 1891	.....	2,997	.....
Other permanent investments in securities, unpledged:							
Stocks:							
Oswego Agricultural Fair Ass'n.	.....	.....	500	Sep 30, 1888	500	500	.....
Queenstown Suspension Bridge Co.	.....	.....	41,900	Sep 30, 1884	10,330	10,330	.....
Saratoga & Schenectady:							
Marketable securities:							
Bonds, etc.:							
West Shore R.R. Co.	4	2361	5,000	Jan 10, 1890	5,306	5,000	200
Union Terminal Railroad Co. of Buffalo:							
Other permanent investments in securities, unpledged:							
Miscellaneous securities:							
Real estate mortgage	3.5	Jan 1, 1905	37,500	Jan 1, 1895	37,500	37,500	1,313
Western New York & Pennsylvania:							
Securities of system corporations, pledged:							
Stocks:							
Bradford Ry. Co.	.....	.....	100,000	Apr 1, 1895	[8]	1	.....
Genesee Valley Canal R.R. Co.	.....	.....	1,140,000	Apr 1, 1895	[8]	1	.....
Genesee Valley Terminal R.R. Co., preferred	.....	.....	250,000	Apr 1, 1895	[8]	1	.....
Genesee Valley Terminal R.R. Co., common	.....	.....	227,300	Apr 1, 1895	[8]	1	.....
Kendall & Eldred R.R. Co.	.....	.....	150,000	Apr 1, 1895	[8]	1	.....
Kinzua Ry. Co.	.....	.....	100,000	Apr 1, 1895	[8]	1	.....
McKean & Buffalo Ry. Co.	.....	.....	388,000	Apr 1, 1895	[8]	1	.....
Olean, Bradford & Warren Ry. Co.	.....	.....	150,000	Apr 1, 1895	[8]	1	.....
Olean, Bradford & Warren R.R. Co.	.....	.....	150,000	Apr 1, 1895	[8]	1	.....
Rochester, New York & Pennsylvania R.R. Co.	.....	.....	1,500,000	Apr 1, 1895	[8]	1	.....
Union Terminal R.R. Co. of Buffalo	.....	.....	300,000	Apr 1, 1895	[8]	1	.....
Kinzua Valley Ry. Co.	.....	.....	105,000	Apr 1, 1895	[8]	105,000	.....
Bonds, etc.:							
Union Terminal R.R. Co. of Buffalo	6	Jun 1, 1914	1,000,000	Apr 1, 1895	[8]	1	.....
Other permanent investments in securities, pledged:							
Stocks:							
Buffalo Coal Co.	.....	.....	1,000,000	Apr 1, 1895	[8]	1	.....
Northwestern Coal & Iron Co.	.....	.....	250,000	Apr 1, 1895	[8]	1	.....
Bonds, etc.:							
Buffalo Coal, 1st mort.	6	Jan 1, 1902	1,000,000	Apr 1, 1895	[8]	1	.....
Northwestern Coal & Iron Co.	6	Jul 1, 1913	703,000	Apr 1, 1895	[8]	1	.....
West Shore:							
Securities of system corporations, unpledged:							
Stocks:							
Wallkill Valley R.R. Co.	3.5	.....	330,000	[9]	[9]	.....	[10] 18,663
Bonds, etc.:							
Wallkill Valley R.R. Co., 1st mort.	3.5	1917	250,000	[9]	[9]	.....	[10] 8,750
Wallkill Valley R.R. Co., 2nd mort.	3.5	1917	330,000	[9]	[9]	.....	[10] 11,500
Other permanent investments in securities, unpledged:							
Stocks:							
New York, Ontario & Western Ry. Co.	.....	.....	1,000	.....	.....	.....	[10] 60
Totals	.....	.....	$12,006,654	.....	$3,420,588	$6,684,786	$44,886

[1] No book valuation is set upon this stock, but cost thereof is included in "Investment in Road to June 30, 1907". [2] Stock owned by Vermont & Massachusetts R.R. Co., which is leased to the Fitchburg, which in turn is leased to the Boston & Maine Railroad. A small revenue from the bridge accrues to the last named corporation. [3] All interest and dividends if any accrue to Boston & Maine Railroad, lessee. [4] "Although demand notes in form, it is understood that payment will not be immediately required." [5] Acquired at time of reorganization; no separate record of cost. [6] These shares of stock have been turned over to The Delaware & Hudson Co. in trust according to terms of lease, and respondent receives no income therefrom. [7] Received in exchange for respondent's securities. [8] No actual money cost. Turned over to respondent at organization under reconstruction plan. [9] Taken over from former company, New York, West Shore & Buffalo Ry. Co. [10] Income on securities held by lessee for account of lessor, to apply on property account of latter.

TABLE 104 L *a*: GROSS INVESTMENT IN ROAD AND EQUIPMENT, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

Only those corporations are included which report expenditures for road or equipment since June 30, 1907. The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures shown are to the nearest dollar only.
Figures in *italics* denote *credits*.

Line No.	Item.	Boston & Albany.		Buffalo Creek.		Chateaugay & Lake Placid.		[1] Delaware & Eastern.		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures for road	$3,528,799	$8,215,682	$53,872	$100,327	.....	$100	$54,900	$65,566	1
2	General expenditures	1,132	5,270	10,475	19,906	.....	.....	.....	29,091	2
3	Total direct and general expenditures	$3,529,930	$8,220,953	$64,347	$120,232	.....	$100	$54,900	$94,657	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	.....	$1,315,000	.....	$76,037	.....	.....	.....	$21,467	4
5	Freight-train cars	.....	1,769,400	.....	.....	.....	.....	$11,295	71,089	5
6	Passenger-train cars	.....	488,000	.....	.....	.....	.....	5,419	24,031	6
7	Work equipment	.....	.....	.....	.....	.....	.....	.....	7,044	7
8	Total expenditures for equipment	.....	$3,572,400	.....	$76,037	.....	.....	$16,714	$123,631	8
9	Exps. for road since June 30, 1907	.....	$9,550,784	.....	$120,232	.....	.....	.....	$94,657	9
10	Exps. for road prior to July 1, 1907	.....	28,015,485	.....	1,257,151	.....	.....	.....	1,968,608	10
11	Total exps. for road to June 30, 1910	.....	$37,566,269	.....	$1,377,383	.....	.....	.....	$2,063,265	11
12	Total exps. for eqpt. to June 30, 1910	.....	3,572,400	.....	76,037	.....	.....	.....	123,631	12
13	Total exps. for rd. and eqpt. to June 30, 1910	.....	$41,138,669	.....	$1,453,420	.....	$3,450,100	.....	$2,186,896	13

Line No.	Item.	[2] D. & E. (Receivers.)	Dunkirk, Allegheny Valley & Pittsburgh.		Ellenville & K.	Elmira & Lake Ontario.		Elmira & Williamsport.		Line No.
		During year.	During year.	Since June 30, 1907.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures for road	$108	.....	.....	$26,522	$27,718	$48,169	$11,007	$14,843	1
2	General expenditures	.....	.....	.....	*24*	.....	.....	.....	.....	2
3	Total direct and general expenditures	$108	[3] *$8,000*	[3] *$24,000*	$26,499	$27,718	$48,169	$11,007	$14,843	3
		Total June 30, 1910.		Total June 30, 1910.	Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:									
4	Steam locomotives	.....	.....	.....	.....	.....	.....	.....	$150,000	4
5	Freight-train cars	.....	.....	.....	.....	.....	.....	.....	183,600	5
6	Passenger-train cars	.....	.....	.....	.....	.....	.....	.....	18,400	6
7	Work equipment	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Total expenditures for equipment	.....	.....	.....	.....	.....	.....	.....	$352,000	8
9	Exps. for road since June 30, 1907	$108	.....	[3] *$24,000*	$26,499	.....	$48,169	.....	$14,843	9
10	Exps. for road prior to July 1, 1907	.....	.....	[3] 4,224,000	923,501	.....	2,000,000	.....	2,181,000	10
11	Total exps. for road to June 30, 1910	$108	.....	.....	$950,000	.....	$2,048,169	.....	$2,195,843	11
12	Total exps. for eqpt. to June 30, 1910	.....	.....	.....	.....	.....	.....	.....	352,000	12
13	Total exps. for rd. and eqpt. to June 30, 1910	$108	.....	$4,200,000	$950,000	.....	$2,048,169	.....	$2,547,843	13

Line No.	Item.	Erie & Jersey.		Fitchburg.		Geneva, Corning & S.	Greene.	Harlem River & Port Chester.		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	Since June 30, 1907.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:									
1	Direct expenditures for road	$110,729	$3,626,174	$434,118	$2,056,847	.....	$3	$1,095,826	$9,311,796	1
2	General expenditures	*756*	377,005	.....	.....	.....	.....	*1,050*	268,751	2
3	Total direct and general expenditures	$109,972	$4,003,179	$434,118	$2,056,847	.....	$3	$1,094,776	$9,580,548	3
			Total June 30, 1910.		Total June 30, 1910.	Total June 30, 1910.	Total June 30, 1910.		Total June 30, 1910	
	Expenditures for equipment:									
4	Steam locomotives	.....	.....	.....	$1,431,848	.....	.....	.....	.....	4
5	Freight-train cars	.....	.....	.....	1,659,384	.....	.....	.....	.....	5
6	Passenger-train cars	.....	.....	.....	737,124	.....	.....	.....	.....	6
7	Work equipment	.....	$136,843	.....	.....	.....	.....	.....	.....	7
8	Total expenditures for equipment	.....	$136,843	.....	$3,828,354	.....	.....	.....	.....	8
9	Exps. for road since June 30, 1907	.....	$4,003,179	.....	$2,056,847	$12,594,105	$3	.....	$9,580,548	9
10	Exps. for road prior to July 1, 1907	.....	3,081,062	.....	40,516,208	.....	400,000	.....	12,932,423	10
11	Total exps. for road to June 30, 1910	.....	$7,084,241	.....	$42,573,055	$12,594,105	$400,003	.....	$22,512,971	11
12	Total exps. for eqpt. to June 30, 1910	.....	136,843	.....	3,828,354	2,276,030	.....	.....	[4]	12
13	Total exps. for rd. and eqpt. to June 30, 1910	.....	$7,221,084	.....	$46,401,410	$14,870,135	$400,003	.....	[4] $22,512,971	13

[1] Figures show expenditures up to February 28, 1910, on which date the road went into the hands of receivers. [2] Figures cover period from March 1, 1910, to June 30, 1910. [3] Cost of road and equipment not separated. [4] $3,080,790, value of floating equipment carried among assets of New York, New Haven & Hartford R.R. Co., is excluded.

TABLE 104 L *a*: GROSS INVESTMENT IN ROAD AND EQUIPMENT, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

Only those corporations are included which report expenditures for road or equipment since June 30, 1907. The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures shown are to the nearest dollar only.
Figures in *italics* denote *credits*.

Line No.	Item.	Hartford & C. W.	Jamaica & South Shore.		Lehigh and New York.		Lehigh Valley.		Mohawk & Malone.	New York & Harlem.	Line No.
		Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	Since June 30, 1907.	Since June 30, 1907.	
	Direct and general expenditures for road:										
1	Direct expenditures for road	.....	*$2,435*	$165,381	$50	.....	$525,380	$1,676,387	.....	.....	1
2	General expenditures	.....	.....	2,237	.....	.....	.....	.....	.....	.....	2
3	Total direct and general expenditures	.....	*$2,435*	$167,619	$50	.....	$525,380	$1,676,387	.....	*$119,988*	3
		Total June 30, 1910.		TotalJune 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	Total June 30, 1910.	Total June 30, 1910.	
	Expenditures for equipment:										
4	Steam locomotives	.....	.....	.....	.....	$93,234	.....	$145,642	[5] $6,044	.....	4
5	Freight-train cars	.....	.....	.....	.....	170,117	.....	1,421,380	.....	.....	5
6	Passenger-train cars	.....	.....	.....	.....	49,613	.....	37,540	.....	.....	6
7	Work equipment	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	Total expenditures for equipment	.....	.....	.....	.....	$312,964	.....	$1,604,562	[5] $6,044	.....	8
9	Exps. for road since June 30, 1907	.....	.....	$167,619	.....	.....	.....	$1,676,387	.....	*$119,988*	9
10	Exps. for road prior to July 1, 1907	.....	.....	500,000	.....	$5,490,384	.....	30,817,013	[3] $11,400,473	22,220,726	10
11	Total exps. for road to June 30, 1910	.....	.....	$667,619	.....	$5,490,384	.....	$32,493,400	.....	$22,100,738	11
12	Total exps. for eqpt. to June 30, 1910	.....	.....	.....	.....	312,964	.....	1,604,562	.....	.....	12
13	Total exps. rd. and eqpt. to June 30, '10	$3,497,409	.....	$667,619	.....	$5,803,348	.....	$34,097,962	$11,406,516	$22,100,738	13

Line No.	Item.	New York, Lackawanna & Western.		Ontario, Carbondale & Scranton.		Oswego & Syracuse.		Pochuck.		R., W. & Ogdensburg.	Union Terminal of City of Buffalo.		Line No.
		During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and gen. exps. for road:												
1	Direct expenditures for road	$851	$138,133	$3,850	$3,940	$28	$6,536	*$563*	*$563*	*$37,750*	$8,255	$108,424	1
2	General expenditures	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Total direct and gen. expenditures	$851	$138,133	$3,850	$3,940	$28	$6,536	*$563*	*$563*	*$37,750*	$8,255	$108,424	3
			Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:												
4	Steam locomotives	.....	$1,228,627	.....	.....	.....	$112,030	.....	.....	$1,086,529	.....	.....	4
5	Freight-train cars	.....	4,028,846	.....	.....	.....	334,798	.....	.....	1,727,922	.....	.....	5
6	Passenger-train cars	.....	242,163	.....	.....	.....	71,276	.....	.....	442,010	.....	.....	6
7	Work equipment	.....	101,846	.....	.....	.....	4,325	.....	.....	2,800	.....	.....	7
8	Total expenditures for equipment	.....	$5,601,482	.....	.....	.....	$522,429	.....	.....	$3,259,261	.....	.....	8
9	Exps. for road since June 30, 1907	.....	$138,133	.....	$3,940	.....	$6,536	.....	*$563*	*$37,750*	.....	$108,424	9
10	Exps. for rd. prior to July 1, 1907	.....	26,562,724	.....	3,803,316	.....	1,876,503	.....	39,409	15,303,420	.....	1,293,564	10
11	Total exps. for rd. to June 30, 1910	.....	$26,700,857	.....	$3,807,256	.....	$1,883,039	.....	$38,846	$15,265,670	.....	$1,401,988	11
12	Total exps. for eqpt. to June 30,'10	.....	5,601,482	.....	.....	.....	522,429	.....	.....	3,259,261	.....	.....	12
13	Total ex. for rd. & eq. to June 30,'10	.....	$32,302,339	.....	$3,807,256	.....	$2,405,467	.....	$38,846	$18,524,931	.....	$1,401,988	13

Line No.	Item.	Utica, Chenango & Susquehanna Valley.		Valley.	Wellsville, Coudersport & Pine Creek.		Western New York & Pennsylvania.		West Shore.		Line No.
		During year.	Since June 30, 1907.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	During year.	Since June 30, 1907.	
	Direct and general expenditures for road:										
1	Direct expenditures for road	*$348*	$2,914	$5	$322	$4,056	$240,789	$1,013,816	*$29,468*	$293,890	1
2	General expenditures	.....	.....	.....	.....	.....	39	39	.....	.....	2
3	Total direct and general expenditures	*$348*	$2,914	$5	$322	$4,056	$240,828	$1,013,855	*$29,468*	$293,890	3
			Total June 30, 1910.	Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.		Total June 30, 1910.	
	Expenditures for equipment:										
4	Steam locomotives	.....	132,920	.....	.....	.....	.....	[5] $119,852	.....	.....	4
5	Freight-train cars	.....	.....	$42,000	.....	.....	$189,979	[5] 363,310	.....	.....	5
6	Passenger-train cars	.....	53,200	.....	.....	.....	3,000	.....	.....	.....	6
7	Work equipment	.....	1,806	.....	.....	.....	.....	[5] 3,000	.....	.....	7
8	Total expenditures for equipment	.....	$187,926	$42,000	.....	.....	$192,979	[6] $4,806,374	.....	.....	8
9	Exps. for road since June 30, 1907	.....	$2,914	$5	.....	$4,056	.....	$1,013,855	.....	$293,890	9
10	Exps. for road prior to July 1, 1907	.....	3,840,572	1,114,843	.....	103,415	.....	51,010,609	.....	64,931,175	10
11	Total exps. for road to June 30, 1910	.....	$3,843,486	$1,114,848	.....	$107,471	.....	$52,024,464	.....	$35,280,065	11
12	Total exps. for eqpt. to June 30, 1910	.....	187,926	42,000	.....	.....	.....	4,806,374	.....	.....	12
13	Total exps. for rd. and eq. to June 30, '10	.....	$4,031,412	$1,156,849	.....	$107,471	.....	$56,830,839	.....	$35,280,065	13

[3] Cost of road and equipment not separated.
[5] Since June 30, 1907.
[6] Includes $4,320,213, expenditures prior to June 30, 1907, not detailed.

TABLE 104 L *b*: COST OF ROAD AND EQUIPMENT PER MILE OWNED, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures given are to the nearest dollar only.

Name of corporation.	Number miles road owned.	Average cost per mile owned.			Remarks.
		Road and equipment.	Road.	Equipment.	
Addison & Susquehanna	9.73	.....	$11,400	.....	Owns no equipment.
Addison	14.61	.....	34,243	.....	Owns no equipment.
Albany & Susquehanna	142.59	$99,585	66,220	$33,365	
Albany & Vermont	12.18	49,255	.....	.....	Costs not separated.
Amsterdam, Chuctanunda & Northern	1.50	.....	13,333	.....	Owns no equipment.
Avon, Geneseo & Mt. Morris	17.70	.....	12,712	.....	Owns no equipment.
Boston & Albany	375.71	109,495	99,987	9,508	
Buffalo, Bradford & Pittsburgh	31.41	.....	99,150	.....	Owns no equipment.
Buffalo Creek	5.70	254,986	241,645	13,340	
Buffalo Creek Transfer	1.10	45,455	.....	.....	Costs not separated.
Buffalo Erie Basin	.25	.....	54,012	.....	Owns no equipment.
Cairo	3.77	12,940	11,287	1,653	
Campbell Hall Connecting	4.11	.....	152,453	.....	Owns no equipment.
Carthage & Adirondack	45.86	34,873	34,408	465	
Carthage, Watertown & Sackets Harbor	29.15	26,591	26,273	319	
Cayuga & Susquehanna	34.41	17,437	15,125	2,312	
Central Dock & Terminal	.39	.....	1,423,869	.....	Owns no equipment.
Chateaugay & Lake Placid	79.61	.....	43,337	.....	Owns no equipment.
Conesus Lake	1.61	16,787	14,810	1,977	
Cooperstown & Susquehanna Valley	19.48	24,743	22,979	1,764	
Delaware & Eastern	45.89	47,657	44,963	2,694	
Dunkirk, Allegheny Valley & Pittsburgh	90.51	46,404	.....	.....	Costs not separated.
Ellenville & Kingston	27.14	.....	35,005	.....	Owns no equipment.
Elmira & Lake Ontario	99.73	.....	20,537	.....	Owns no equipment.
Elmira & Williamsport	73.49	34,670	29,880	4,790	
Elmira State Line	6.50	.....	29,108	.....	Owns no equipment.
Erie & Black Rock	1.14	.....	33,833	.....	Owns no equipment.
Erie & Jersey	38.60	187,075	183,530	3,545	
Fitchburg	394.14	117,727	108,015	9,712	
Geneva, Corning & Southern	231.71	64,174	54,352	9,822	
Gloversville & Broadalbin	6.15	.....	14,634	.....	Owns no equipment.
Goshen & Deckertown	11.64	.....	29,439	.....	Owns no equipment.
Gouverneur & Oswegatchie	13.07	.....	51,518	.....	Owns no equipment.
Greene	8.10	.....	49,383	.....	Owns no equipment.
Harlem River & Port Chester	11.17	.....	2,015,485	.....	Excludes equipment.
Hartford & Connecticut Western	123.96	.....	28,214	.....	Excludes equipment.
Jamaica & South Shore	5.49	.....	121,606	.....	Owns no equipment.
Jamestown & Chautauqua	27.31	.....	26,547	.....	Owns no equipment.
Lehigh & New York	115.37	50,302	47,589	2,713	
Lehigh Valley Rail Way	508.76	67,022	63,868	3,154	
Long Island, North Shore Branch	30.24	.....	52,485	.....	Owns no equipment.
Mahopac Falls	2.05	.....	48,836	.....	Owns no equipment.
Middletown & Crawford	10.22	.....	18,919	.....	Owns no equipment.
Middletown, Unionville & Water Gap	13.65	.....	25,676	.....	Owns no equipment.
Mohawk & Malone	182.18	62,611	.....	.....	Costs not separated.
Montgomery & Erie	10.43	.....	31,352	.....	Owns no equipment.
New Jersey & New York Extension	2.37	.....	81,224	.....	Owns no equipment.
New York & Harlem	[1] 146.70	150,652	141,202	9,450	
New York & Putnam	56.83	211,032	205,071	5,962	
New York Central Niagara River	2.81	.....	10,000	.....	Owns no equipment.
New York, Lackawanna & Western	214.44	150,636	124,515	26,121	
Niagara Falls Branch	8.58	.....	28,410	.....	Owns no equipment.
Northern Railroad of New Jersey	21.54	.....	79,248	.....	Owns no equipment.
Nyack & Northern	.....	.....	.....	.....	Reports no property.
Nyack & Southern	4.51	.....	9,970	.....	Owns no equipment.
Nypano	421.00	.....	114,014	.....	Owns no equipment.
Ontario, Carbondale & Scranton	53.66	.....	70,952	.....	Owns no equipment.
Oswego & Rome	28.49	.....	33,856	.....	Owns no equipment.
Oswego & Syracuse	34.98	68,769	53,834	14,935	
Pecksport Connecting	3.69	.....	21,697	.....	Owns no equipment.
Pochuck	3.39	.....	11,459	.....	Owns no equipment.
Port Jervis, Monticello & Summitville	38.27	.....	14,633	.....	Owns no equipment.
Rensselaer & Saratoga	151.14	72,233	63,316	8,917	
Rochester & Genesee Valley	18.40	.....	30,174	.....	Owns no equipment.
Rome & Clinton	12.78	.....	28,169	.....	Owns no equipment.
Rome, Watertown & Ogdensburg	414.38	44,703	36,838	7,865	
Saratoga & Schenectady	21.65	20,786	.....	.....	Costs not separated.
Ticonderoga	2.50	.....	24,000	.....	Owns no equipment.
Tivoli Hollow	1.24	.....	26,210	.....	Owns no equipment.
Troy & Bennington	5.04	.....	47,014	.....	Owns no equipment.
Troy & Greenbush	5.56	.....	49,460	.....	Owns no equipment.
Union	.84	.....	59,524	.....	Owns no equipment.
Union Terminal of the City of Buffalo	2.32	.....	604,305	.....	Owns no equipment.
Utica & Black River	140.81	29,160	24,984	4,176	
Utica, Chenango & Susquehanna Valley	97.41	41,386	39,457	1,929	
Utica, Clinton & Binghamton	[2] 40.83	41,409	.....	.....	Costs not separated.
Valley	11.10	104,220	100,437	3,783	
Wallkill Valley	32.88	28,798	27,229	1,569	
Wellsville, Coudersport & Pine Creek	10.11	.....	10,630	.....	Owns no equipment.
Western New York & Pennsylvania	586.82	96,845	88,654	8,191	
West Shore	478.94	.....	136,259	.....	Costs not separated.
West Troy & Green Island	.....	.....	.....	.....	Reports no property.
Wharton Valley	6.80	.....	21,324	.....	Owns no equipment.

[1] Includes 10.22 miles of street railway line in New York city.

[2] Includes 9.53 miles of electric railway leased to the Utica & Mohawk Valley Ry. Co.

TABLE 105 L: FUNDED DEBT, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.
Two corporations report equipment obligations (see notes 4 and 19).

Name of corporation and of securities outstanding.	Date.		Interest.		Amounts.		Interest.		
	Nominal issue.	Maturity.	Rate per cent.	Dates payable.	Authorized.	Outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid June 30, 1910.
*Addison & Susquehanna	....	....	....	.....	.....	.....	.....	.....	.....
*Addison	....	....	....	.....	.....	.....	.....	.....	.....
Albany & Susquehanna:									
1st mortgage gold bonds	1906	1946	3.5	Apr & Oct	$10,000,000	$10,000,000	$350,000	$350,000	.....
*Albany & Vermont	....	....	....	.....	.....	.....	.....	.....	.....
*Amsterdam, Chuctanunda & Northern	....	....	....	.....	.....	.....	.....	.....	.....
*Avon, Geneseo & Mt. Morris	....	....	....	.....	.....	.....	.....	.....	.....
Boston & Albany:									
Plain bonds	1893	1913	4	Oct & Apr	5,000,000	3,627,000	145,080	145,080	.....
Plain bonds, refunding	1902	1952	3.5	Oct & Apr	3,858,000	3,858,000	135,030	135,030	.....
Plain bonds, terminal	1901	1951	3.5	Jan & Jul	1,000,000	1,000,000	35,000	35,000	.....
Plain bonds, improvement	1908	1953	4	Nov & May	7,000,000	7,000,000	280,000	280,000	.....
Plain bonds, improvement of 1909	1909	1934	4	May & Nov	4,500,000	4,500,000	180,000	180,000	.....
Plain bonds, improvement of 1910	1910	1935	4	May & Nov	2,000,000	2,000,000	13,333	.....	.....
*Buffalo, Bradford & Pittsburgh	....	....	....	.....	.....	.....	.....	.....	.....
Buffalo Creek:									
2nd mortgage bonds	1891	1941	5	Jan & Jul	1,000,000	1,000,000	50,000	25,000	.....
Buffalo Creek Transfer:									
Mortgage	....	....	....	.....	.....	[1] 45,200	.....	.....	.....
*Buffalo Erie Basin	....	....	....	.....	.....	.....	.....	.....	.....
Cairo Railroad:									
1st mortgage coupon bonds	1885	1925	6	Nov & May	25,000	25,000	1,500	1,500	.....
Campbell Hall Connecting:									
1st mortgage loan	1889	1939	5	Feb & Aug	500,000	[2] 500,000	[3].....	[3].....	.....
Carthage & Adirondack:									
1st mortgage bonds	1892	1981	4	Jun & Dec	1,600,000	1,100,000	44,000	44,000	.....
Carthage, Watertown & Sackets Harbor:									
Consolidated mortgage bonds	1891	1931	5	Jan & Jul	300,000	300,000	15,000	7,500	.....
*Cayuga & Susquehanna	....	....	....	.....	.....	.....	.....	.....	.....
*Central Dock & Terminal	....	....	....	.....	.....	.....	.....	.....	.....
Chateaugay & Lake Placid:									
Saranac & Lake Placid R.R. 1st mtg. bonds	1893	1913	5	May & Nov	120,000	120,000	6,000	6,000	.....
Saranac & Lake Placid R.R. 2nd mtg. bonds	1896	1913	5	May & Nov	24,000	24,000	1,200	1,200	.....
*Conesus Lake	....	....	....	.....	.....	.....	.....	.....	.....
Cooperstown & Susquehanna Valley:									
1st mortgage bonds	1888	1918	5	May & Nov	200,000	200,000	10,000	10,000	.....
*Delaware & Eastern Railroad (Receivers)	....	....	....	.....	.....	.....	.....	.....	.....
Delaware & Eastern Railroad (Corporation): [4]									
1st mortgage bonds	1906	1956	5	Jan & Jul	1,000,000	[5] 1,000,000	[6] 33,333	.....	[5] $108,333
Dunkirk, Allegheny Valley & Pittsburgh:									
Dunkirk, Warren & Pittsburgh Ry. 1st mtg.	1870	1900	7	Jun & Dec	1,000,000	[7] 1,000,000	70,000	70,000	.....
Dunkirk, Warren & Pittsburgh Ry. 2nd mtg.	1872	1900	7	Apr & Oct	400,000	[7] 400,000	28,000	28,000	.....
Dunkirk, Warren & Pittsburgh Ry. 3rd mtg.	1872	1900	7	Oct & Apr	200,000	[7] 200,000	14,000	14,000	.....
Warren & Venango R.R. 1st mtg.	1870	1900	7	Jun & Dec	1,000,000	[7] 1,000,000	70,000	70,000	.....
Warren & Venango R.R. 2nd mtg.	1872	1900	7	Apr & Oct	600,000	[7] 300,000	21,000	21,000	.....
Ellenville & Kingston:									
1st mortgage bonds	1905	1955	4	Jan & Jul	650,000	650,000	26,000	26,000	.....
Elmira & Lake Ontario:									
Sodus Bay & Southern R.R., 1st mtg. bonds	1884	1924	5	Jan & Jul	500,000	500,000	25,000	25,025	125
Elmira & Williamsport:									
1st mortgage bonds	1860	1950	4	Jan & Jul	1,000,000	963,000	48,150	48,150	.....
Income bonds	1863	2862	5	Apr & Oct	570,000	569,500	28,475	28,475	.....
*Elmira State Line [8]	....	....	....	.....	.....	.....	.....	.....	.....
*Elmira & Black Rock	....	....	....	.....	.....	.....	.....	.....	.....
Erie & Jersey:									
Promissory note secured by collateral	1907	1910	6	Maturity	3,000,000	3,000,000	180,000	.....	.....
Fitchburg:									
Troy & Boston consol. mortgage	1874	1924	7	Jan & Jul	1,500,000	573,000	40,110	40,110	.....
Brookline & Peperell plain bonds	1891	1911	5	Jun & Dec	100,000	100,000	5,000	4,975	100
Fitchburg R.R. plain bonds	1894	1914	4.5	May & Nov	500,000	500,000	22,500	22,455	247
Fitchburg R.R. plain bonds	1895	1915	4	Mar & Sep	1,359,000	1,359,000	54,360	53,980	640
Fitchburg R.R. plain bonds	1896	1916	4	Jan & Jul	500,000	500,000	20,000	19,940	80
Fitchburg R.R. plain bonds	1890	1920	4	Jun & Dec	500,000	500,000	20,000	20,180	280
Fitchburg R.R. plain bonds	1900	1920	3.5	Apr & Oct	500,000	500,000	17,500	17,483	17
Fitchburg R.R. plain bonds	1901	1921	3.5	Apr & Oct	1,775,000	1,775,000	62,125	62,125	35
Fitchburg R.R. plain bonds	1905	1925	4	May & Nov	3,660,000	3,660,000	146,400	146,360	400
Fitchburg R.R. plain bonds	1897	1927	4	Mar & Sep	2,750,000	2,750,000	110,000	109,940	2,200
Fitchburg R.R. plain bonds	1907	1927	4	Apr & Oct	2,000,000	2,000,000	80,000	80,060	40
Fitchburg R.R. plain bonds	1898	1928	4	Jan & Jul	1,450,000	1,450,000	58,000	57,960	60
Fitchburg R.R. plain bonds	1898	1928	4.5	May & Nov	2,400,000	2,400,000	108,000	107,935	315
Fitchburg R.R. plain bonds	1887	1937	4	Feb & Aug	5,000,000	5,000,000	200,000	200,000	.....
Bonds past due and retired	....	....	....	.....	.....	.....	.....	.....	250
Geneva, Corning & Southern:									
Pine Creek Ry. Co. mtg. bonds	1885	1932	6	Jun & Dec	3,500,000	3,500,000	210,000	210,000	.....
Syracuse, Geneva & C. Ry. Co. 2nd mtg. bonds	1879	1909	5	Mar & Sep	600,000	[9] 600,000	[9].....	[9].....	.....
Gloversville & Broadalbin:									
1st mortgage bonds	1895	1925	5	Feb & Aug	30,000	30,000	1,500	1,500	.....
Goshen & Deckertown:									
1st mortgage bonds	1868	1928	6	Jan & Jul	240,000	186,500	11,190	11,190	6,195
2nd mortgage bonds	1869	1929	6	May & Nov	60,000	60,000	3,600	3,600	
Gouverneur & Oswegatchie:									
1st mortgage bonds	1892	1942	5	Jun & Dec	300,000	300,000	15,000	15,000	.....
*Greene [10]	....	....	....	.....	.....	.....	.....	.....	.....
Harlem River & Port Chester: [11]									
2nd mortgage bonds	1881	1911	4	Jun & Dec	1,000,000	1,000,000	40,000	40,000	.....
Hartford & Connecticut Western:									
1st mortgage bonds	1903	1923	4.5	Jan & Jul	700,000	700,000	31,500	31,500	.....
*Jamaica & South Shore	....	....	....	.....	.....	.....	.....	.....	.....
Jamestown & Chautauqua:									
1st mortgage bonds	1898	1918	5	May & Nov	250,000	250,000	[12].....	[12].....	.....
Lehigh & New York:									
1st mortgage bonds	1895	1945	4	Mar & Sep	2,000,000	2,000,000	80,000	80,000	.....

* Reports no funded debt.

[1] Frank Williams & Co. deeded the property to Buffalo Creek Transfer R.R. Co. for the $5000 cash realized on sale of $5000 stock and a mortgage on the property of $45,200. There is no date of maturity for this mortgage. No interest on these bonds is reported accrued or paid. [2] Bought by Lehigh & New England R.R. Co. in April, 1895, for $50,000 of that company's bonds. [3] No interest accrued on these bonds because none was earned, and Lehigh & New England R.R. Co. has waived it. [4] Respondent also reports a liability of $78,692, principal and interest guaranteed by Delaware & Eastern Ry. Co., lessee, on account of equipment obligations outstanding February 28, 1910, the date receivers took possession, whereof $12,423 was matured and unpaid, the remainder being unmatured at that date. These obligations are entitled Series Nos. 6 and 7: the first was issued June 1, 1908, to run for 4 years and 4 months, at 6%, with 104 payments; the second was issued August 26, 1909, to run for 5 years, at 6%, with 60 payments. The amount of these obligations at time of issuance was $62,936 represented by Series 6, and $30,600 represented by Series 7.

[5] February 28, 1910, the last day before that on which receivers took possession. [6] To February 28, 1910. [7] All funded debt matured in 1900, but was still outstanding June 30, 1910; respondent states "There is evidently not the least intention of demanding payment, and it is probable that some provision may be made for refunding them". [8] Reports no funded debt, but shows on June 30, 1910, a liability of $160,000 as "Matured Funded Debt unpaid". [9] Bonds are past due but are to be refunded; no interest accrued after March 1, 1909. [10] Reports no funded debt, but on June 30, 1910, shows a liability of $200,000 as "Matured Funded Debt unpaid". [11] The property of this company is covered by a $15,000,000 mortgage securing bonds of New York, New Haven & Hartford R.R. Co. running 50 years, maturing May 1, 1954. [12] These bonds were all issued for the railroad and property formerly of Jamestown & Lake Erie Ry. Co., pursuant to the reorganization agreement; by agreement, interest was waived.

TABLE 105 L: FUNDED DEBT, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.
Two corporations report equipment obligations (see notes 4 and 20).

Name of corporation and of securities outstanding.	Date.		Interest.		Amounts.		Interest.		
	Nominal issue.	Maturity.	Rate per cent.	Dates payable.	Authorized.	Outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid June 30, 1910.
Lehigh Valley Rail Way:									
Lehigh Valley Ry. 1st mortgage bonds	1890	1940	4.5	Jan & Jul	$15,000,000	$15,000,000	$675,000	$675,000	.....
Rochester Southern R.R. mortgage bonds	1895	1945	5	May & Nov	800,000	425,000	21,250	21,250	.....
Middlesex Valley R.R. mtg. bonds	1892	1942	5	May & Nov	600,000	600,000	30,000	30,000	.....
Seneca County Ry. mtg. bonds	1903	1983	5	Feb & Aug	500,000	500,000	25,000	25,000	.....
Elmira, Cortland & Northern R.R. mtg. bonds	1884	1914	5	Apr & Oct	1,250,000	1,250,000	62,500	62,500	.....
Lehigh & Lake Erie R.R. mtg. bonds	1907	1957	4.5	Mar & Sep	3,000,000	3,000,000	135,000	135,000	.....
Elmira, Cort. & North. R.R. 1st pref. mtg. bonds	1884	1914	6	Apr & Oct	750,000	750,000	45,000	45,000	.....
Debenture bonds	1910	1960	5	Jan & Jul	825,000	825,000	.....	.....	.....
Long Island, North Shore Branch:									
1st mortgage bonds	1892	1932	5	J, A, J, O.	1,500,000	1,425,000	71,250	71,250	.....
1st mortgage Smithtown & Pt. Jefferson R.R.	1871	1901	7	Mar & Sep	600,000	75,000	.....	.....	.....
***Mahopac Falls**	....	....	....	.....	.....	.....	.....	.....	.....
Middletown & Crawford:									
1st mortgage bonds	1891	1921	4.5	Apr & Oct	100,000	66,000	2,970	2,970	$58
Middletown, Unionville & Water Gap:									
1st mortgage bonds	1866	1911	5	May & Nov	225,000	150,000	7,500	7,667	697
2nd mortgage bonds	1871	1910	5	Jun & Dec	400,000	.....	11,458	12,375	1,246
Mohawk & Malone:									
1st mortgage gold bonds	1892	1991	4	Mar & Sep	.....	2,500,000	100,000	100,000	.....
Consol. mtg. gold bonds	1902	2000	3.5	Mar & Sep	10,000,000	3,900,000	136,500	136,500	.....
Montgomery & Erie:									
1st mortgage bonds	1866	1926	5	May & Nov	130,000	130,000	6,500	6,500	.....
2nd mortgage bonds	1867	1927	5	Apr & Oct	70,000	40,500	2,025	2,025	.....
***New Jersey & New York Extension**	....	....	....	.....	.....	.....	.....	.....	.....
New York & Harlem:									
Gold mtg. bonds	1900	2000	3.5	May & Nov	12,000,000	12,000,000	420,000	420,000	.....
New York & Putnam:									
N. Y. & Northern 1st mtg. bonds	1887	1927	5	Apr & Oct	1,200,000	1,200,000	60,000	60,000	.....
N. Y. & Putnam 1st consol. gold bonds	1894	1993	4	Apr & Oct	6,200,000	4,025,000	161,000	161,000	.....
***New York Central Niagara River**	....	....	....	.....	.....	.....	.....	.....	.....
New York, Lackawanna & Western:									
1st mortgage bonds	1880	1921	6	Jan & Jul	12,000,000	12,000,000	720,000	720,000	.....
Construction mtg. bonds	1883	1923	5	Feb & Aug	5,000,000	5,000,000	250,000	250,000	.....
Terminal improvement mtg. bonds	1890	1923	4	May & Nov	5,000,000	5,000,000	200,000	200,000	.....
***Niagara Falls Branch**	....	....	....	.....	.....	.....	.....	.....	.....
Northern R.R. of New Jersey:									
1st mtg. bonds	1887	1947	6	Jan & Jul	700,000	654,000	39,240	[13].....	.....
General mortgage bonds	1900	2000	4.5	Jan & Jul	1,000,000	154,000	6,930	[13].....	.....
***Nyack & Northern**	....	....	....	.....	.....	.....	.....	.....	.....
***Nyack & Southern**	....	....	....	.....	.....	.....	.....	.....	.....
Nypano:									
N. Y., P. & O. prior lien	1895	1935	4.5	Mar & Sep	8,000,000	8,000,000	[13].....	[13].....	.....
Nypano mtg. bonds	1896	1996	....	.....	20,000,000	20,000,000	[14].....	[14].....	.....
Ontario, Carbondale & Scranton:									
1st mortgage bonds	1889	1935	5	Jun & Dec	1,500,000	1,500,000	75,000	75,000	.....
Oswego & Rome:									
1st mortgage bonds	1865	1915	7	May & Nov	350,000	350,000	24,500	24,500	.....
2nd mortgage bonds	1891	1915	5	Feb & Aug	400,000	400,000	20,000	20,000	.....
Oswego & Syracuse:									
1st consol. mortgage bonds	1876	1907	7	Mar & Sep	500,000	438,000	[15].....	[15].....	.....
Guaranteed const. mtg. bonds	1883	1923	5	May & Nov	1,000,000	668,000	33,400	33,400	.....
***Pecksport Connecting**	....	....	....	.....	.....	.....	.....	.....	.....
***Pochuck**	....	....	....	.....	.....	.....	.....	.....	.....
Port Jervis, Monticello & Summitville:									
1st mortgage bonds	1905	1955	4	Jan & Jul	450,000	450,000	18,000	18,000	.....
Rensselaer & Saratoga:									
1st mortgage bonds	1871	1921	7	May & Nov	2,000,000	2,000,000	140,000	140,000	.....
***Rochester & Genesee Valley**	....	....	....	.....	.....	.....	.....	.....	.....
***Rome & Clinton**	....	....	....	.....	.....	.....	.....	.....	.....
Rome, Watertown & Ogdensburg:									
Watertown & Rome extended mortgage bonds	1855	1915	6	Mar & Sep	422,500	417,800	25,068	25,068	.....
Oswego R.R. Bridge Co. 1st mtg. bonds	1885	1915	6	Feb & Aug	100,000	100,000	6,000	6,000	.....
Syracuse, Phoenix & Oswego Ry. 1st mtg. bonds	1885	1915	6	Feb & Aug	175,000	175,000	10,500	10,500	.....
Norwood & Montreal 1st mtg. bonds	1880	1916	5	Apr & Oct	130,000	130,000	6,500	6,500	.....
R., W. & O. Terminal R.R. 1st mtg. bonds	1888	1918	5	May & Nov	375,000	375,000	18,750	18,750	.....
R., W. & O. R.R. 1st consol. mtg. bonds	1874	1922	[16]5,3.5	Apr & Oct	10,000,000	9,576,000	471,300	471,300	.....
***Saratoga & Schenectady**	....	....	....	.....	.....	.....	.....	.....	.....
Ticonderoga:									
1st mortgage bonds	1891	1921	6	Jan 1	30,000	30,000	1,800	1,800	.....
***Tivoli Hollow**	....	....	....	.....	.....	.....	.....	.....	.....
***Troy & Bennington**	....	....	....	.....	.....	.....	.....	.....	.....
***Troy & Greenbush**	....	....	....	.....	.....	.....	.....	.....	.....
***Union**	....	....	....	.....	.....	.....	.....	.....	.....
Union Terminal of City of Buffalo:									
1st mortgage bonds	1884	1914	6	Jun & Dec	2,000,000	1,000,000	[17].....	[17].....	.....
Real estate mortgage	1907	1908	4.5	Jun & Dec	20,000	20,000	900	900	.....
Utica & Black River:									
1st mortgage bonds	1890	1922	4	Jan & Jul	2,000,000	1,950,000	78,000	78,000	.....
***Utica, Chenango & Susquehanna Valley**	....	....	....	.....	.....	.....	.....	.....	.....
Utica, Clinton & Binghamton:									
1st mortgage bonds	1889	1939	5	Jan & Jul	800,000	800,000	40,000	40,000	20,000
Valley:									
1st mortgage bonds	1881	1911	5	Feb & Aug	500,000	400,000	20,000	20,000	.....
Wallkill Valley:									
1st mortgage bonds	1877	1917	3.5	Jan & Jul	250,000	250,000	8,750	8,750	.....
2d mortgage bonds	1877	1917	3.5	Mar & Sep	330,000	330,000	11,550	11,550	.....
Wellsville, Coudersport & Pine Creek:									
1st mortgage bonds	1890–2	1902	6	Apr & Oct	30,000	[18]20,500	[18].....	[18].....	.....
Western New York & Pennsylvania: [19]									
1st mtg. bonds W. N. Y. & P. Ry. Co	1887	1937	5	Jan & Jul	10,000,000	9,990,000	499,500	499,500	4,000
General mtg. bonds W. N. Y. & P. Ry. Co	1895	1943	4	Apr & Oct	10,000,000	10,000,000	400,000	399,200	16,575
Income bonds W. N. Y. & P. Ry. Co	1895	1943	5	Nov	10,000,000	9,605,000	.....	.....	.....
Real estate mtgs. W. N. Y. & P. Ry. Co	Var	Var	....	Various	562,428	562,428	19,685	19,685	.....
West Shore:									
1st mortgage bonds	1886	2361	4	Jan & Jul	50,000,000	50,000,000	2,000,000	2,000,000	.....
***West Troy & Green Island**	....	....	....	.....	.....	.....	.....	.....	.....
Wharton Valley:									
1st mortgage bonds	1888	1918	5	May & Nov	75,000	75,000	3,750	3,750	.....
Totals	....	....	....	.....	$290,570,928	$276,857,428	$10,268,962	$9,963,441	$161,893

* Reports no funded debt.
[13] Paid direct to bondholders by Erie R.R. Co. [14] None paid; owned by Erie R.R. Co. which owns entire capital stock of Nypano R.R. Co. [15] Purchased by Delaware, Lackawanna & Western R.R. Co., the lessee of this property, at maturity and interest stopped. [16] 3½% on $5,000,000 of bonds outstanding which were issued to retire $500,000 Syracuse Northern R.R. Co.'s first mortgage 7% bonds. [17] Owned by lessee, Western New York & Pennsylvania Ry. Co., which is also the owner of respondent's entire capital stock; interest is nominally part of rental but is never accrued or paid.
[18] Owned by lessee, Buffalo & Susquehanna Ry. Co., and deposited with trustee of that company's first mortgage; interest on bonds is assumed by lessee, and accrued interest is not shown by the lessor corporation. [19] Respondent also reports a liability of $605,535 on account of equipment trust obligations outstanding on June 30, 1910. This liability consists of $49,750 of Pennsylvania Equipment Trust (C) issue of June 1, 1901, to run for 10 years with 10 payments, interest at 3½%; $185,250 of Pennsylvania Steel Equipment Trust (G) issue of March 1, 1903, to run for 10 years with 10 payments, interest at 3½%; and $370,535 of Pennsylvania Steel Equipment Improvement Trust (A) of Jan. 1, 1906, to run for 10 years with 10 payments, interest at 4%.

TABLE 106 L: CAPITAL STOCKS, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

Stock not otherwise specifically described is common.

Name of corporation and class of stock.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount actually issued.	Net amount actually outstanding.	Dividends declared during year.		Dividends paid during year.
					Rate per cent.	Amount.	
Addison & Susquehanna	$100,000	$100,000	[1]	$100,000	....	....	....
Addison	500,000	500,000	.....	500,000	3	$15,000	$15,000
Albany & Susquehanna	3,500,000	3,500,000	.....	3,500,000	[9]42.45	1,485,750	1,485,750
Albany & Vermont	600,000	600,000	$600,000	600,000	3	18,000	18,000
Amsterdam, Chuctanunda & Northern	20,000	20,000	20,000	20,000	....	....	....
Avon, Geneseo & Mt. Morris	250,000	225,000	225,000	225,000	3.5	7,875	7,875
Boston & Albany	30,000,000	25,000,000	25,129,282	25,000,000	8.75	2,187,500	2,187,500
Buffalo, Bradford & Pittsburgh	Unlimited	2,286,400	.....	2,286,400	....	....	....
Buffalo Creek	250,000	250,000	250,000	250,000	7	17,500	26,250
Buffalo Creek Transfer	50,000	5,000	5,000	5,000	....	....	....
Buffalo Erie Basin	[2] 20,000	[2] 13,503	13,503	13,503	....	....	....
Cairo	25,000	24,500	24,500	24,500	5.5	1,347	1,347
Campbell Hall Connecting	450,000	125,000	.....	125,000	....	....	....
Carthage & Adirondack	500,000	500,000	[3] 430,000	500,000	....	....	....
Carthage, Watertown & Sackets Harbor	678,500	465,000	465,000	465,000	15	69,750	69,750
Preferred	21,500	21,500	21,500	21,500	15	3,225	3,225
Cayuga & Susquehanna	1,500,000	589,110	589,110	589,110	9	53,020	53,020
Central Dock & Terminal	500,000	487,500	487,500	487,500	3.75	18,281	18,281
Chateaugay & Lake Placid	450,000	450,000	[4]	450,000	....	....	....
Preferred	3,000,000	3,000,000	[5]	3,000,000	2.91	87,479	87,479
Conesus Lake	20,000	18,750	8,104	18,750	....	....	....
Cooperstown & Susquehanna Valley	350,000	307,400	302,095	307,400	....	....	....
Delaware & Eastern	600,000	600,000	[6] 60,000	600,000	....	....	....
Dunkirk, Allegheny Valley & Pittsburgh	1,300,000	1,300,000	[7]	1,300,000	1.5	19,500	19,500
Ellenville & Kingston	300,000	300,000	300,000	300,000	....	....	....
Elmira & Lake Ontario	1,509,000	1,509,000	[11]	1,509,000	....	....	....
Elmira & Williamsport	500,000	500,000	[12]	499,750	5	24,987	24,987
Preferred	500,000	500,000	[12]	496,500	7	34,755	34,755
Elmira State Line	100,000	90,200	21,000	90,200	7	6,314	6,314
Erie & Black Rock	25,000	9,600	9,600	9,600	....	....	....
Erie & Jersey	600,000	600,000	600,000	600,000	....	....	....
Fitchburg	7,000,000	7,000,000	[8]	5,551,400	[10] ...	[10]	....
Preferred	18,460,000	18,460,000	[8] 6,933,306	18,460,000	5	[16] 909,250	[16] 900,154
Geneva, Corning & Southern	2,325,000	2,325,000	[15]	2,325,000	3.5	81,375	81,375
Preferred	5,000,000	5,000,000	[15]	5,000,000	4	200,000	200,000
Gloversville & Broadalbin	60,000	60,000	[3] 6,000	60,000	....	....	....
Goshen & Deckertown	360,000	96,190	96,190	96,190	4	3,848	3,848
Gouverneur & Oswegatchie	350,000	350,000	[18]	350,000	....	....	....
Greene	200,000	200,000	200,000	200,000	6	12,000	12,000
Harlem River & Port Chester	1,000,000	1,000,000	1,000,000	1,000,000	7	70,000	70,000
Hartford & Connecticut Western	3,000,000	2,967,000	[19]	2,967,000	2	59,346	59,346
Jamaica & South Shore	500,000	500,000	.....	500,000	....	....	....
Jamestown & Chautauqua	350,000	350,000	.....	350,000	....	....	....
Preferred	125,000	125,000	.....	125,000	....	....	....
Lehigh & New York	709,980	411,700	[20]	411,700	....	....	....
Preferred	3,432,208	3,391,648	[20]	3,391,648	....	....	....
Lehigh Valley Rail Way	13,543,000	11,745,000	.....	11,745,000	....	....	....
Long Island, North Shore Branch	320,000	[21] 195,150	[21]	195,150	....	....	....
Mahopac Falls	100,000	100,000	100,000	100,000	....	....	....
Middletown & Crawford	250,000	122,200	122,200	122,200	....	....	....
Middletown, Unionville & Water Gap	300,000	.....	.....	149,850	....	....	....
Mohawk & Malone	5,000,000	5,000,000	[22] 500,000	5,000,000	4	200,000	200,000
Montgomery & Erie	260,000	150,000	150,000	150,000	4.5	6,750	6,750
New Jersey & New York Extension	75,000	72,500	72,500	72,500	....	....	....
New York & Harlem	8,656,050	8,656,050	8,656,050	8,656,050	10	865,605	865,605
Preferred	1,343,950	1,343,950	1,343,950	1,343,950	10	134,395	134,395
New York & Putnam	6,500,000	6,500,000	[23]	6,500,000	....	....	....
New York Central Niagara River	150,000	28,100	28,100	28,100	....	....	....
New York, Lackawanna & Western	10,000,000	10,000,000	10,000,000	10,000,000	5	500,000	500,000
Niagara Falls Branch	250,000	250,000	243,796	250,000	....	....	....
Northern R.R. of New Jersey	1,000,000	1,000,000	1,000,000	1,000,000	4	40,000	[18] .....
Nyack & Northern	75,000	74,800	78,250	74,800	....	....	....
Nyack & Southern	50,000	50,000	[24]	50,000	....	....	....
Nypano	20,000,000	20,000,000	[12]	20,000,000	....	....	....
Ontario, Carbondale & Scranton	1,500,000	1,500,000	1,500,000	1,500,000	....	....	....
Oswego & Rome	225,000	225,000	214,900	214,900	....	....	....
Oswego & Syracuse	1,320,400	1,320,400	1,320,400	1,320,400	9	118,836	[16] 118,836
Pecksport Connecting	40,000	40,000	40,000	40,000	....	....	....
Pochuck	20,000	20,000	20,000	20,000	....	....	....

[1] The entire amount of capital stock was issued for property, franchises, etc. [2] Certificates indorsed for a total of $13,503, which is carried on the balance sheet. [3] Remainder issued for construction. [4] Issued on account of construction and assumption of funded debt. [5] In exchange for stock of constituent consolidated companies. [6] Remainder issued for property and franchises. [7] Issued for consolidation. [8] All common stock and remainder of preferred issued for consolidations and purchase of roads and equipment and dock and wharf property. [9] 30% special dividend out of back rentals received in judgment; 3.45% out of additional rental ordered by same judgment; and 9% regular dividend. [10] The amount common stock actually outstanding June 30, 1908, is all held by Boston & Maine R.R., lessee; under terms of the lease it is entitled to 1% dividends for 99 years from July 1, 1900; but all common stock while held by Fitchburg R.R. Co. or Boston & Maine R.R. is under the terms of the lease denied all right to dividends. [11] Stock issued in exchange at par for $500,000 Chemung R.R. Co. stock, $500,000 Elmira, Jefferson & Canandaigua R.R. Co. stock, $500,000 Sodus Bay & Southern R.R. Co. stock. [12] Issued for reorganization.

[15] Issued for purpose of merger as follows: common stock 13,250 shares for a like number of equal value of Syracuse, Geneva & Corning Ry. Co. stock; common stock 10,000 shares for 20,000 shares of $50 each of Pine Creek Ry. Co. stock; preferred stock 50,000 shares for 100,000 shares of $50 each of Fall Brook Co. stock. [16] Dividends paid by lessee company direct to stockholders. [18] Issued for construction. [19] 19,158 shares issued for bonds of Connecticut Western R.R. Co., 8000 shares issued for the purchase of Rhinebeck & Connecticut R.R., 2500 shares issued to decrease current liabilities. [20] Stock issued for property and franchise of Southern Central R.R. Co. [21] Exchanged at par for Smithtown & Port Jefferson R.R. Co. stock, 751.50 shares; subscribed by Long Island R.R. Co., 1200 shares; besides the foregoing, there are 112.25 shares nominally issued and held to exchange for an equal amount of Smithtown & Port Jefferson stock still outstanding. [22] Remainder issued for consolidation. [23] Issued at reorganization in consideration for the guaranty by New York Central & Hudson River R.R. Co., lessee, of the interest and principal on an issue of bonds. [24] No cash realized; this stock was issued in connection with purchase of control of Nyack & Northern R.R. Co. whose property is leased to Northern R.R. Co. of New Jersey.

TABLE 106 L: CAPITAL STOCKS, LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the actually outstanding capital stocks (*i. e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

Stock not otherwise specifically described is common.

Name of corporation and class of stock.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount actually issued.	Net amount actually outstanding.	Dividends declared during year.		Dividends paid during year.
					Rate per cent.	Amount.	
Port Jervis, Monticello & Summitville	$110,000	$110,000	[25]	$110,000	....	.....	.....
Rensselaer & Saratoga	10,000,000	10,000,000	$10,000,000	10,000,000	8	$800,000	$800,000
Rochester & Genesee Valley	555,200	555,200	555,200	555,200	6	[16] 33,312	[16] 33,312
Rome & Clinton	370,000	345,360	345,360	345,360	6.25	21,581	21,581
Rome, Watertown & Ogdensburg	10,000,000	10,000,000	[27]	9,999,957	5	500,000	500,000
Saratoga & Schenectady	450,000	450,000	450,000	450,000	7	31,500	31,500
Ticonderoga	18,500	18,500	18,500	18,500	5	925	925
Preferred	11,500	11,500	[29]	11,500	5	575	575
Tivoli Hollow	32,500	32,500	[18]	32,500	....	.....	.....
Troy & Bennington	150,800	150,800	150,800	150,800	10	15,080	15,080
Troy & Greenbush	275,000	275,000	[31]	270,000	....	18,900	18,900
Union	50,000	50,000	50,000	50,000	7	3,500	3,500
Union Terminal of the City of Buffalo	1,000,000	302,500	302,500	302,500	....	.....	.....
Utica & Black River	3,000,000	2,223,000	2,133,029	[33] 2,223,000	[33]7	[33] 77,210	[33] 77,210
Utica, Chenango & Susquehanna Valley	4,000,000	4,000,000	4,000,000	4,000,000	6	240,000	240,000
Utica, Clinton & Binghamton	800,000	649,285	.....	649,285	4	[34] 25,964	[34] 25,964
Debenture	200,000	200,000	.....	200,000	5	10,000	10,000
Valley	750,000	750,000	750,000	750,000	5	37,500	37,500
Wallkill Valley	330,000	330,000	[35]	330,000	3.5	11,550	11,550
Wellsville, Coudersport & Pine Creek	100,000	62,700	62,700	62,700	....	.....	.....
Western New York & Pennsylvania	20,000,000	19,972,756	[26]	19,972,756	....	.....	.....
West Shore	10,000,000	10,000,000	[28]	10,000,000	....	.....	.....
West Troy & Green Island	30,000	3,200	3,200	3,200	....	.....	.....
Wharton Valley	70,000	70,000	70,000	70,000	....	.....	.....
Totals	$224,364,088	$215,080,452	.....	$213,762,809	....	$9,079,285	$9,038,939

[16] Dividends paid by lessee company direct to stockholders. [18] Issued for construction. [25] Capital stock issued under plan of reorganization in payment for franchise and property of Port Jervis, Monticello & New York R.R. Co., sold under foreclosure December 2, 1902. [26] Issued in exchange for W. N. Y. & P. R.R. stock.

[27] Issued for cash, 37,989 shares or $3,798,900
Issued for Utica & Black River R.R. Co. stock 840,000
Issued for retirement of Rome, Watertown & Ogdensburg R.R. Co. income bonds 1,031,300
Issued for Norwood & Montreal R.R. Co. stock 130,000
Issued for Rome, Watertown & Ogdensburg Terminal R.R. Co. stock 283,700
Issued for Fulton & Oswego R.R. Co. stock 50,000
Issued for Syracuse, Phoenix & Oswego Ry. Co. stock 8,000
Issued for Buffalo, Thousand Islands & Portland Ry. Co. stock .. 248,200
Issued for 20 per cent stock dividend 1,278,000
Issued to Union Trust Company of New York, interest to be used for betterments, etc., by lessee company 2,331,900
Total $10,000,000

[28] Capital stock was issued to New York Central & Hudson River R.R. Co. in consideration of its leasing West Shore R.R. [29] Issued in part payment of construction. [31] From letter of February 4, 1909: "Once asked the former treasurer what the stock was issued for, and he said 'Cash'." [33] 11,200 shares, or $1,120,000, of this stock is owned by Rome, Watertown & Ogdensburg R.R. Co. and held by New York Central & Hudson River R.R. Co., lessee, for its account; on these shares no dividends are paid. [34] On $649,100 par value. [35] Capital stock issued at reorganization to purchaser, under foreclosure, of Wallkill Valley Railway.

TABLE 107 L: LEASED STEAM RAILROADS AND LEASEHOLD CONDITIONS, JUNE 30, 1910.

The particulars shown pertain to the entire road covered by the contract of lease, and the rents stated are not segregated upon state lines. Amounts of money are stated to the nearest dollar only. This table comprises all railroads lying wholly or partly in the State of New York where the operating company has exclusive possession, regardless of the form of the contract under which such possession was acquired and is retained.

Name of lessor.	Termini of road.	Miles of road.	Rate of annual rent.	Time to which lease extends.	Name of present leaseholder.
Addison & Susquehanna R.R. Co	Addison, N. Y.—Penna.-State line	9.73	[1] $1	Apr 1, 1951	Buffalo & Susquehanna Ry. Co.[2]
Addison R.R. Co	Leicester Jct., Vt.—Addison Jct., N. Y.	[3] 14.61	15,000	Dec 7, 1969	Rutland R.R. Co.
Albany & Susquehanna R.R. Co	Albany—Binghamton	142.59	[29] 786,750	Apr 19, 2001	Delaware & Hudson Co.
Albany & Vermont R. R. Co	Albany—Waterford Jct	12.18	20,000	[4]	Delaware & Hudson Co.[5]
Amsterdam, Chuctanunda & Northern R.R. Co	East Amsterdam—Linseed Oil Wks.	1.50	None	[6]	New York Central & Hudson River R.R. Co.
Avon, Geneseo & Mt. Morris R. R. Co	Avon—Mt. Morris	17.70	7,975	[7]	Erie R.R. Co.
Boston & Albany R.R. Co	Boston, Mass.—Albany, N. Y.	[8] 304.25	2,000,000	July 1, 1999	New York Central & Hudson River R.R. Co.
Buffalo, Bradford & Pittsb. R.R. Co	Carrollton, N. Y.—Gilesville, Penna.	31.41	[9]	Jan 5, 2365	Erie R.R. Co.
Buffalo Creek R.R. Co	In Buffalo	5.70	68,000	Jan 25, 1969	Lehigh Valley R.R. Co. and Erie R. R. Co.
Buffalo Creek Transfer R.R. Co	Penna. Co.'s tracks—Williams & Co.'s dock	1.10	None	[10]	Frank Williams & Co.[10]
Buffalo Erie Basin R.R. Co	New York Central & Hudson River R.R.—Erie docks	.25	[11] None	[11]	New York Central & Hudson River R.R. Co.
Cairo R.R. Co	Cairo Jct.—Cairo	3.77	2,944	[12]	Catskill Mountain Ry. Co.
Campbell Hall Connecting R.R. Co	Liberty Corners—Pine Island Jct.	4.11	[13]	[13]	Lehigh & New England R.R. Co.
Carthage & Adirondack Ry. Co	Carthage—Newton Falls	45.86	[14] 44,000	[15]	New York Central & Hudson River R.R. Co.
Carthage, Watertown & S. H. R.R. Co	Carthage—Sackets Harbor	29.15	[16]	[7]	New York Central & Hudson River R.R. Co.[17]
Cayuga & Susquehanna R.R. Co	Susquehanna river—Ithaca	34.41	54,600	Jan 1, 1950	Delaware, Lackawanna & Western R.R. Co.
Central Dock & Terminal Ry. Co	In Buffalo	.39	27,765	Mar 31, 1910	Philadelphia & Reading Coal & Iron Co.[18]
Chateaugay & Lake Placid Ry. Co	Bluff Point—Lake Placid	[19] 79.61	[20]	Dec 31, 2403	Delaware & Hudson Co.
Conesus Lake Ry. Co	Conesus Lake Jct.—Lakeville	1.61	[21] None	[21]	Erie R. R. Co.[21]
Cooperstown & Susq. Val. R.R. Co	Cooperstown—Jct. with Cooperstown & Charlotte V. R.R. Co.	19.48	10,000	Apr 15, 1990	Cooperstown & Charlotte Valley R.R. Co.
Delaware & Eastern R.R. Co	East Branch—Arkville Andes Jct.—Andes	45.89	[22]	May 1, 2897	Delaware & Eastern Ry. Co.
Dunkirk, Allegheny Valley & Pittsburgh R.R. Co	Dunkirk, N. Y.—Titusville, Penna.	90.51	223,000	Dec 1, 2373	New York Central & Hudson River R.R. Co.
Ellenville & Kingston R.R. Co	Ellenville—Kingston	27.14	26,000	July 1, 1955	New York, Ontario & Western Ry. Co.
Elmira & Lake Ontario R.R. Co	Canandaigua—Chemung Jct. Stanley—Sodus Bay Canandaigua—Canandaigua Lake	99.73	[24]	[24]	Northern Central Ry. Co.[24]
Elmira & Williamsport R.R. Co	Williamsport, Penna.—Elmira, N. Y.	73.49	[25]	May 1, 2862	Northern Central Ry. Co.
Elmira State Line R.R. Co	State Line Jct.—Penna.-State line	6.50	6,314	[23]	Erie R.R. Co.
Erie & Black Rock R.R. Co	International Jct.—Black Rock	1.14	[27] None	[27]	Erie R.R. Co.
Erie & Jersey R.R. Co	Guymard—Highland Mills	38.60	[28]	[28]	Erie Terminals R.R. Co.
Fitchburg R.R. Co	Boston, Mass.—Rotterdam, N. Y., and branches	[31] 394.14	[32]	July 1, 1999	Boston & Maine R.R.
Geneva, Corning & Southern R.R. Co.[33]	Geneva—Newberry Jct. and branches	231.71	[34] 491,375	[7]	New York Central & Hudson River R.R. Co.
Gloversville & Broadalbin R.R. Co	Broadalbin Jct.—Broadalbin	6.15	[35]	Aug 1, 2894	Fonda, Johnstown & Gloversville R.R. Co.
Goshen & Deckertown Ry. Co	Goshen—Pine Island	11.64	19,035	Feb 1, 1917	Erie R.R. Co.
Gouverneur & Oswegatchie R.R. Co	Gouverneur Jct.—Edwards	13.07	[26] 15,000	[7]	New York Central & Hudson River R.R. Co.
Greene R.R. Co	Chenango Forks—Greene	8.10	12,000	Oct 14, 3869	Delaware, Lackawanna & Western R.R. Co.
Harlem River & Port Chester R.R. Co	Harlem River—New Rochelle	11.17	[30] 758,939	Oct 1, 1972	New York, New Haven & Hartford R.R. Co.
Hartford & Conn. Western R.R. Co	Hartford, Conn.—Rhinecliff, N. Y. Tariffville, Conn.—Agawam Jct., Mass.	123.96	90,846	Aug 30, 1940	Central New England Ry. Co.

[1] In addition to the annual rental of $1, "lessee agrees to pay a sum not exceeding $1000 per annum for maintaining the corporate organization of the company, and to further pay all taxes, charges, liens, claims, and assessments of every kind upon the demised premises." [2] Original leaseholder, Buffalo & Susquehanna R.R. Co.; lease assigned June 29, 1907, to Buffalo & Susquehanna Ry. Co. [3] Includes 0.85 mile of road of Whitehall & Plattsburgh R.R. Co., running from New York state line to Addison Junction, which is leased to Addison R.R. Co.; lease expires in 2872. [4] Leased in perpetuity. [5] Original leaseholder Rensselaer & Saratoga R.R. Co.; subleased May 1, 1871, to Delaware & Hudson Co. [6] Not leased; operated as a spur by New York Central & Hudson River R.R. Co. for hauling freight to and from the linseed oil works owned by the persons controlling the Amsterdam, Chuctanunda & Northern R.R. Co. [7] Term of lease is for the corporate existence of the lessor. [8] Excludes roads leased to Boston & Albany R.R. Co. and subleased to New York Central & Hudson River R.R. Co., none of which are in New York state; these roads are: Pittsfield & North Adams R.R., 18.55 miles, leased to B. & A. R.R. Co. for 99 years from Dec. 1, 1876, annual rental $22,500; Ware River R.R., 49.35 miles, leased to B. & A. R.R. Co. for 999 years from Jan. 1, 1874, annual rental $52,500; and North Brookfield R.R., 4 miles, leased to B. & A. R.R. Co. for 50 years from Jan. 1, 1886, annual rental $3000. [9] All taxes, assessments, and interest on funded debt, which interest is paid by lessee directly to bondholders. [10] "The road is leased to Frank Williams & Co., who own all the capital stock, and who use the road in their business of handling coal at their docks. The road is not engaged in any other business than as a terminal switching road." [11] Not leased; stock is all owned by New York Central & Hudson River R.R. Co., which operates the property of this corporation. [12] Leased for one year from July 2, 1885, and extended from year to year. [13] Leased without rental other than operation and maintenance of property, including payment of taxes, for one year from Jan. 1, 1908, and thereafter until ten days' notice by either party. [14] 4 per cent on mortgage bonds not exceeding $1,600,000, the principal being guaranteed by the lessee. [15] Lease is for the corporate existence of the lessee. [16] 37½ per cent of gross earnings, amounting for year ended June 30, 1910, to $69,268. [17] Original leaseholder Utica & Black River R.R. Co.; subsequently the railroad of that company was leased to Rome, Watertown & Ogdensburg R.R. Co., and in 1891, Rome, Watertown & Ogdensburg was leased to New York Central & Hudson River R.R. Co. [18] Original leaseholder Philadelphia & Reading R.R. Co., but upon the reorganization of that company the lease was assumed by Philadelphia & Reading Ry. Co.; subsequently the lease was assigned by the last named company to Philadelphia & Reading Coal & Iron Co. [19] Includes 16.38 miles of Plattsburgh & Dannemora railroad, leased by the State of New York to Chateaugay R.R. Co. for a term of 100 years from July 1, 1879; the Chateaugay R.R. Co. was consolidated with other roads into Chateaugay & Lake Placid Ry. Co. [20] All earnings from lessee's operation of property after the payment of operating expenses and taxes; amount for year ended June 30, 1909, was $95,323. [21] Particulars of lease not reported; lessee owns entire capital stock of lessor. [22] $600 per annum and interest on lessor's funded debt, including car trust certificates; amount for year ended June 30, 1910, was $66,200. [24] The Elmira & Lake Ontario railroad is operated by Northern Central Ry. Co. as agent, under an agreement terminable on 30 days' notice; the rental is the net earnings, which for the year ended June 30, 1910, amounted to $57,932. [25] Interest on bonds, dividends on stocks, and organization expenses; amount for the year ended June 30, 1910, was $139,650. [26] Not reported; lessee owns majority of capital stock of lessor. [27] No formal contract; lessee owns entire capital stock of lessor. [23] Lessee owns entire capital stock of lessor; lessee pays 4 per cent on capital stock and interest on debt of the lessor and assumes all the obligations of the lessor except its bonds. [29] Under judgment rendered by United States Circuit Court in October, 1909. The decision increased the annual rental by $120,750, and required the payment of back rentals amounting, with interest, to $1,350,512. [30] Interest on bonds and other indebtedness, principal of all bonds as they become due, 7 per cent dividends on stock, taxes, etc., this amount includes interest on $23,535,833 not applying last year. [31] Excludes Vermont & Massachusetts railroad and Troy & Bennington railroad, subleased by Fitchburg R.R. Co. to Boston & Maine Railroad. [32] Interest on funded debt, interest on unfunded debt, dividends on stock, and organization expenses, amounting for the year ended June 30, 1910, to $1,869,724. [33] Formed by consolidation as of April 1, 1909, of the Syracuse, Geneva & Corning Ry. Co., the Fall Brook Ry. Co., and the Pine Creek Ry. Co. [34] Rental is the payment of interest on all outstanding bonds and 4 per cent on the preferred stock and 3½ per cent on the common stock of the lessor. [35] $1 and the assumption by lessee of all of lessor's obligations, including the payment of principal and interest on bonds; amount for year ended June 30, 1909, was $1500. [26] Interest on bonds not to exceed $300,000, principal of which is also guaranteed by lessee.

TABLE 107 L: LEASED STEAM RAILROADS AND LEASEHOLD CONDITIONS, JUNE 30, 1910 (*continued*).

The particulars shown pertain to the entire road covered by the contract of lease, and the rents stated are not segregated upon state lines. Amounts of money are stated to the nearest dollar only. This table comprises all railroads lying wholly or partly in the State of New York where the operating company has exclusive possession, regardless of the form of the contract under which such possession was acquired and is retained.

Name of lessor.	Termini of road.	Miles of road.	Rate of annual rent.	Time to which lease extends.	Name of present leaseholder.
Jamaica & South Shore Ry. Co.	Rockaway Jct.—Springfield Jct. / Cedarhurst—Far Rockaway	5.49	$5,000	[37]	Long Island R.R. Co.
Jamestown & Chautauqua Ry. Co.	Jamestown—Chautauqua and branch	27.31	[38]	[38]	Jamestown, Chautauqua & Lake Erie Ry. Co.
Lehigh & New York R.R. Co.	Penna.-State line—No. Fair Haven	115.37	[39]	Aug 24, 2894	Lehigh Valley R.R. Co.
Lehigh Valley Ry. Co.	State line, Penna.—Buffalo and br'h	508.76	993,750	Jan. 1, 2890	Lehigh Valley R.R. Co.
Long Island R.R. Co., No. Shore Branch	Northport Jct.—Wading River	30.24	[40]	July 1, 2004	Long Island R.R. Co.
Mahopac Falls R.R. Co.	Baldwin Place—Mahopac Mines	2.05	None	[41]	New York Central & Hudson River R.R. Co.[41]
Middletown & Crawford R.R. Co.	Crawford Jct.—Pine Bush	10.22	10,500	Jan 30, 1972	Erie R.R. Co.
Middletown, Unionville & Water Gap R.R. Co.	Middletown—Unionville	13.65	[42]	[43]	New York, Susquehanna & Western R.R. Co.
Mohawk & Malone Ry. Co.	Herkimer—Malone Jct. and br'ches	182.18	436,500	[7]	New York Central & Hudson River R.R. Co.
Montgomery & Erie Ry. Co.	Goshen—Montgomery	10.43	16,000	[7]	Erie R.R. Co.
New Jersey & New York Ext. R.R. Co.	Garnerville—Haverstraw	2.37	[44]	[44]	New Jersey & New York R.R. Co.
New York & Harlem R.R. Co[70]	Grand Central Station, New York—Chatham and branches	136.48	1,420,000	Apr 1, 2274	New York Central & Hudson River R.R. Co.
New York & Putnam R.R. Co.	155th St., New York—Putnam Jct. / Van Cortlandt—Yonkers	56.83	221,000	[7]	New York Central & Hudson River R.R. Co.
N. Y. Central Niagara River R.R. Co.	No. Tonawanda—Tonawanda Isl'd	2.81	[11] None	[11]	New York Central & Hudson River R.R. Co.
N. Y., Lackawanna & West. Ry. Co.	Binghamton—Buffalo	214.44	1,670,000	Aug 26, 1980	Delaware, Lackawanna & Western R.R. Co.
Niagara Falls Branch R.R. Co.	Suspension Bridge—Niagara Jct	8.58	17,500	[7]	New York Central & Hudson River R.R. Co.[45]
Northern R.R. Co. of N. J.	Bergen Jct., N. J.—Sparkill, N. Y.	21.54	[46]	[7]	Erie R.R. Co.
Nyack & Northern R.R. Co.	[47]	[47]	[47]	[47]	Erie R.R. Co.[47]
Nyack & Southern R.R. Co.	Sparkill—Nyack	4.51	[48]	[48]	Erie R.R. Co.[48]
Nypano R.R. Co.	Salamanca, N. Y.—Dayton, Ohio / Buchanan Jct.—Oil City, Penna.	421.00	[49]	Apr 1, 1995	Erie R.R. Co.
Ontario, Carbondale & Scranton Ry. Co.	Cadosia, N. Y.—Scranton, Penna	53.66	[50]	Jun 1, 1989	New York, Ontario & Western Ry. Co.
Oswego & Rome R.R. Co.	Oswego—Richland	28.49	44,500	[4]	New York Central & Hudson River R.R. Co.[51]
Oswego & Syracuse R.R. Co.	Syracuse—Oswego	34.98	152,236	[7]	Delaware, Lackawanna & Western R.R. Co.
Pecksport Connecting Ry. Co.	Near Pecksport—near Morrisville	3.69	[52]	[52]	New York, Ontario & Western Ry. Co.
Pochuck R.R. Co.	Glenwood Jct.—Glenwood	3.39	[53] None	[53]	Lehigh & New England R.R. Co.
Port Jervis, Monticello & Summitville R.R. Co.	Port Jervis—Monticello / Valley Jct.—Summitville	38.27	18,000	Jul 1, 1955	New York, Ontario & Western Ry. Co.
Rensselaer & Saratoga R.R. Co.	Troy—Whitehall	151.14	941,000	[4]	Delaware & Hudson Co.
Rochester & Genesee Val. R.R. Co.	Rochester—Avon	18.40	[59] 33,662	[4]	Erie R.R. Co.
Rome & Clinton R.R. Co.	Rome—Clinton	12.78	22,375	Jan 1, 1990	Delaware & Hudson Co.
Rome, Watertown & Ogdensburg R.R. Co.	[54]	414.38	1,045,118	[7]	New York Central & Hudson River R.R. Co.
Saratoga & Schenectady R.R. Co.	Saratoga Springs—Schenectady	21.65	31,750	[4]	Delaware & Hudson Co.
Ticonderoga R.R. Co.	Ticonderoga Jct.—Ticonderoga	2.50	[58]	Aug 13, 1940	Delaware & Hudson Co.
Tivoli Hollow R.R. Co.	Albany—West Albany	1.24	[57]	[57]	New York Central & Hudson River R.R. Co.
Troy & Bennington R.R. Co.	Hoosick Jct.—New York state line	5.04	15,400	[4]	Boston & Maine R.R.[58]
Troy & Greenbush R.R. Ass'n.	Troy—Greenbush	5.56	19,250	[4]	New York Central & Hudson River R.R. Co.
Union R.R. Co.	Suffern—Ramapo	.84	[60] 3,500	[7]	Erie R.R.Co.
Union Term. R.R. Co. of Buffalo	Buffalo—Delaware, Lackawanna & Western Jct.	2.32	[61]	[61]	Pennsylvania R.R. Co.[61]
Utica & Black River R.R. Co.	Utica—Ogdensburg / Theresa Jct.—Clayton	149.81	159,710	[7]	New York Central & Hudson River R.R. Co.[62]
Utica, Chenango & Susquehanna Valley R.R. Co.	Greene—Utica and Richfield Springs.	97.41	240,000	[7]	Delaware, Lackawanna & Western R.R. Co.

[4] Leased in perpetuity. [7] Term of lease is for the corporate existence of the lessor. [11] Not leased; stock is all owned by New York Central & Hudson River R.R. Co., which operates the property of this corporation. [37] Lease renewable from year to year. [38] No formal contract in force; lessee owns majority of capital stock of the lessor. [39] Lessee agrees to pay all interest, taxes, maintenance and other operating expenses, which charges are to be deducted from gross receipts, after which net income, if any, is to be applied to payment of dividends on preferred stocks (non-cumulative) up to 5 per cent; further dividends, if any, to be declared to holders of common and preferred stocks; for the year ended June 30, 1910, the rent was $80,000, being the interest on the funded debt of the lessor. [40] Interest on funded debt, taxes, and organization expenses, amounting for year ended June 30, 1910, to $71,250. [41] This road is operated by New York Central & Hudson River R.R. Co. by virtue of its lease of the property of New York & Putnam R.R. Co. which owns the entire capital stock of the respondent. [42] The rental is the gross receipt less taxes, operating expenses, and operating rents; for the year ended June 30, 1910, the rental was a net profit of $26,017. [43] Lease is terminable on 30 days' notice from either party. [44] Lessee pays all taxes, assessments, interest on funded debt, and 7 per cent dividends on capital stock, all of which is owned by lessee. [45] Original leaseholder Rome, Watertown & Ogdensburg R.R. Co.; lease assumed by present leaseholder on acquiring lease of Rome, Watertown & Ogdensburg railroad. [46] Interest on bonds and dividends on stocks of lessor are paid by lessee directly to holders; amount paid for year ended June 30, 1910, was $86,170. [47] The property of Nyack & Northern R.R. Co. was sold under foreclosure to Nyack & Southern R.R. Co., which leases it for a nominal consideration to Northern R.R. Co. of New Jersey, which in turn leases it to Erie R.R. Co. [48] The stock of Nyack & Southern R.R. Co. is all owned by Northern R.R. Co. of New Jersey, whose stock is in turn owned by Erie R.R. Co.; the road is leased to Erie R.R. Co. for the corporate existence of the lessor. [49] Interest on funded debt, taxes, and expenses; interest on $8,000,000 4½ per cent prior lien bonds is paid by lessee directly to bondholders; remainder of bonds and entire capital stock are owned by lessee. [50] Interest on bonds, 5 per cent of gross receipts, and expenses of maintenance of organization; amount for year ended June 30, 1910, was $148,030. [51] Original leaseholder Rome, Watertown & Ogdensburg R.R. Co., by which company the road is leased to New York Central & Hudson River R.R. Co. [52] Built with advances from New York, Ontario & Western Ry. Co., by which it has been operated since completion; final arrangements between the two companies have not yet been made. [53] Lessee owns majority of capital stock of lessor; lease is terminable on 10 days' notice from either party. [54] Lewiston Junction to East Oswego, 144.46; Richland to Massena Springs, 119.17; Rome to Richland, 41.07; Lewiston to Lewiston Junction, 3.60; Rochester to Ontario Beach, 8.37; Fulton to Woodard Junction, 17.11; Syracuse to Pulaski, 37.40; Watertown Junction to Cape Vincent, 24.20; DeKalb Junction to Ogdensburg, 19.00; total, 414.38 miles. [57] Lessee owns entire capital stock of lessor; operates under contract dated April 3, 1894, according to which lessee pays all taxes and assessments; the term of the contract is for the corporate existence of the lessor. [58] Troy & Bennington railroad, originally leased to Troy & Boston R.R. Co., was acquired with the purchase of the property of that company by Fitchburg R.R. Co., and the obligations of the lease were assumed by Boston & Maine Railroad with its lease of the Fitchburg railroad. [59] Rental is $350 more, but owing to cash not having been received on June 30, 1910, it was not taken on books. [60] Paid directly to Paterson & Ramapo R.R. Co., to which the lessor has transferred its rights under the lease. [61] Road was leased to Western New York & Pennsylvania Ry. Co., but terms of lease are now disregarded by that company which owns all the lessor's stocks and bonds; road is operated by Pennsylvania R.R. Co. through lease of the Western New York & Pennsylvania Ry. Co.'s property. [62] Present leaseholder obtains interest in lease through Rome, Watertown & Ogdensburg R.R. Co., the original lessee. [70] Also leases to the Metropolitan Street Railway 10.22 miles of city street line at an annual rental of $402,500; lease to continue 999 years from July 1, 1886.

TABLE 107 L: LEASED STEAM RAILROADS AND LEASEHOLD CONDITIONS, JUNE 30, 1910 (*concluded*).

The particulars shown pertain to the entire road covered by the contract of lease, and the rents stated are not segregated upon state lines. Amounts of money are stated to the nearest dollar only. This table comprises all railroads lying wholly or partly in the State of New York where the operating company has exclusive possession, regardless of the form of the contract under which such possession was acquired and is retained.

Name of lessor.	Termini of road.	Miles of road.	Rate of annual rent.	Time to which lease extends.	Name of present leaseholder.
Utica, Clinton & Bing. R.R. Co.[69]	Utica—Randallsville	31.30	$61,500	[7]	Delaware & Hudson Co.
Valley R.R. Co	Penna.-State line—Binghamton	11.10	57,500	[7]	Delaware, Lackawanna & Western R.R. Co.
Wallkill Valley R.R. Co	Kingston—Montgomery	32.88	31,850	[7]	New York Central & Hudson River R.R. Co.
Wellsville, Coudersport & Pine Creek R.R. Co.	Wellsville—New York-Penna. line	10.11	[63] 1	Apr 1, 1951	Buffalo & Susquehanna Ry. Co.
Western New York & Penna. Ry. Co	[64]	586.82	[65]	[66]Aug 1, 1923	Pennsylvania R.R. Co.
West Shore R.R. Co	Weehawken, N. J.—Buffalo, N. Y. and branches	478.94	2,000,000	[67]	New York Central & Hudson River R.R. Co.
West Troy & Green Island R.R. Co	Green Island—Watervliet	[68] 1.08	[68]	[68]	Delaware & Hudson Co.
Wharton Valley Ry. Co	New Berlin—Edmeston	6.80	3,750	1987	New York, Ontario & West. Ry. Co.

[7] Term of lease is for the corporate existence of the lessor. [63] In addition to the $1, the lessee agrees to pay interest on funded debt, and all taxes and obligations and other liabilities, also a sum not exceeding $1000 per annum to maintain organization of lessor company; the lessee pays all accruing indebtedness directly to the creditors. [64] Buffalo to Oil City, Buffalo to Emporium, Olean to Warren, Irvington to Oil City, Stoneboro to Mahoningtown, and branches. [65] Net earnings (lessee owns majority of lessor's capital stock); amount of rent for year ended June 30, 1910, was $641,954. [66] Or upon 30 days' notice. [67] Lease is for a period of 475 years from Jan. 1, 1886, with the privilege of renewal for a further term of 500 years. [68] The West Troy & Green Island railroad was built by Rensselaer & Saratoga R.R. Co. and is included with the property of that company leased to Delaware & Hudson Co. [69] Also leases to Utica and Mohawk Valley Ry. Co. 9.53 miles of street railroad at $15,000 per annum; lease to continue 99 years from Dec. 1, 1886.

TABLE 115 L: PRINCIPAL GENERAL OFFICERS AND PRINCIPAL OFFICE,

Line No.	Name of corporation.	Principal office.	Line No.
1	Addison and Susquehanna Railroad Co	962 Ellicott Square, Buffalo, N. Y	1
2	Addison Railroad Co	Rutland, Vt	2
3	Albany and Susquehanna Railroad Co	158 Jay St., Albany, N. Y	3
4	Albany and Vermont Railroad Co	17 First St., Troy, N. Y	4
5	Amsterdam, Chuctanunda and Northern Railroad Co	Amsterdam, N. Y	5
6	Avon, Geneseo and Mount Morris Railroad Co	Mt. Morris, N. Y	6
7	Boston and Albany Railroad Co	South Station, Boston, Mass	7
8	Buffalo, Bradford and Pittsburgh Railroad Co	50 Church St., New York City	8
9	Buffalo Creek Railroad Co	143 Liberty St., New York City	9
10	Buffalo Creek Transfer Railroad Co	397 Main St., Buffalo, N. Y	10
11	Buffalo Erie Basin Railroad Co	Grand Central Terminal, New York City	11
12	Cairo Railroad Co	77 Water St., Catskill, N. Y	12
13	Campbell Hall Connecting Railroad Co	437 Chestnut St., Philadelphia, Penna	13
14	Carthage and Adirondack Railway Co	Grand Central Terminal, New York City	14
15	Carthage, Watertown and Sackets Harbor Railroad Co	Grand Central Terminal, New York City	15
16	Cayuga and Susquehanna Railroad Co	30 Pine St., New York City	16
17	Central Dock and Terminal Railway Co	Reading Terminal, Philadelphia, Penna	17
18	Chateaugay and Lake Placid Railway Co	32 Nassau St., New York City	18
19	Conesus Lake Railway Co	50 Church St., New York City	19
20	Coopers own and Susquehanna Valley Railroad Co	Cooperstown, N. Y	20
21	Delaware and Eastern Railroad Co. (Corporation)	10 Bridge St., New York City	21
22	Delaware and Eastern Railroad Co. (Receivers)	10 Bridge St., New York City	22
23	Dolgeville and Salisbury Railway Co	115 Genesee St., Utica, N. Y	23
24	Dunkirk, Allegheny Valley and Pittsburgh Railroad Co	Cleveland, Ohio	24
25	Ellenville and Kingston Railroad Co	56 Beaver St., New York City	25
26	Elmira and Lake Ontario Railroad Co	Broad Street Station, Philadelphia, Penna	26
27	Elmira and Williamsport Railroad Co	710 Provident Building, Philadelphia, Penna	27
28	Elmira State Line Railroad Co	50 Church St., New York City	28
29	Erie and Black Rock Railroad Co	50 Church St., New York City	29
30	Erie and Jersey Railroad Co	50 Church St., New York City	30
31	Fitchburg Railroad Co	152 Causeway St., Boston, Mass	31
32	Geneva, Corning and Southern Railroad Co	Grand Central Terminal, New York City	32
33	Gloversville and Broadalbin Railroad Co	Gloversville, N. Y	33
34	Goshen and Deckertown Railway Co	Goshen, N. Y	34
35	Gouverneur and Oswegatchie Railroad Co	Grand Central Terminal, New York City	35
36	Greene Railroad Co	90 West St., New York City	36
37	Harlem River and Port Chester Railroad Co	Grand Central Terminal, New York City	37
38	Hartford and Connecticut Western Railroad Co	65 Spruce St., Hartford, Conn	38
39	Jamaica and South Shore Railroad Co	Broad Street Station, Philadelphia, Penna	39
40	Jamestown and Chautauqua Railway Co	Jamestown, N. Y	40
41	Lehigh and New York Railroad Co	228 S. 3rd St., Philadelphia, Penna	41
42	Lehigh Valley Rail Way Co	228 S. 3rd St., Philadelphia, Penna	42
43	Long Island Railroad Co., North Shore Branch	Broad Street Station, Philadelphia, Penna	43
44	Mahopac Falls Railroad Co	Grand Central Terminal, New York City	44
45	Middletown and Crawford Railroad Co	50 Church St., New York City	45
46	Middletown, Unionville and Water Gap Railroad Co	50 Church St., New York City	46
47	Mohawk and Malone Railway Co	Grand Central Terminal, New York City	47
48	Montgomery and Erie Railway Co	Goshen, N. Y	48
49	New Jersey and New York Extension Railroad Co	50 Church St., New York City	49
50	New York and Harlem Railroad Co	Grand Central Terminal, New York City	50
51	New York and Putnam Railroad Co	Grand Central Terminal, New York City	51
52	New York Central Niagara River Railroad Co	Grand Central Terminal, New York City	52
53	New York, Lackawanna and Western Railway Co	90 West St., New York City	53
54	Niagara Falls Branch Railroad Co	Grand Central Terminal, New York City	54
55	Northern Railroad Co. of New Jersey	50 Church St., New York City	55
56	Nyack and Northern Railroad Co	50 Church St., New York City	56
57	Nyack and Southern Railroad Co	50 Church St., New York City	57
58	Nypano Railroad Co	50 Church St., New York City	58
59	Ontario, Carbondale and Scranton Railway Co	56 Beaver St., New York City	59
60	Oswego and Rome Railroad Co	15 Broad St., New York City	60
61	Oswego and Syracuse Railroad Co	90 West St., New York City	61
62	Pecksport Connecting Railway Co	56 Beaver St., New York City	62
63	Pochuck Railroad Co	437 Chestnut St., Philadelphia, Penna	63
64	Port Jervis, Monticello and Summitville Railroad Co	56 Beaver St., New York City	64
65	Rensselaer and Saratoga Railroad Co	17 First St., Troy, N. Y	65
66	Rochester and Genesee Valley Railroad	220 N. Water St., Rochester, N. Y	66
67	Rome and Clinton Railroad Co	Clinton, N. Y	67
68	Rome, Watertown and Ogdensburg Railroad Co	15 Broad St., New York City	68
69	Saratoga and Schenectady Railroad Co	17 First St., Troy, N. Y	69
70	Ticonderoga Railroad Co	Rutland, Vt	70
71	Tivoli Hollow Railroad Co	Grand Central Terminal, New York City	71
72	Troy and Bennington Railroad Co	514 Fulton St., Troy, N. Y	72
73	Troy and Greenbush Railroad Association	59 First St., Troy, N. Y	73
74	Union Railroad Co	Paterson, N. J	74
75	Union Terminal Railroad Company of the City of Buffalo	Broad Street Station, Philadelphia, Penna	75
76	Utica and Black River Railroad Co	15 Broad St., New York City	76
77	Utica, Chenango and Susquehanna Valley Railway Co	90 West St., New York City	77
78	Utica, Clinton and Binghamton Railroad Co	108 Genesee St., Utica, N. Y	78
79	Valley Railroad Co	90 West St., New York City	79
80	Wallkill Valley Railroad Co	Grand Central Terminal, New York City	80
81	Wellsville, Coudersport and Pine Creek Railroad Co	962 Ellicott Square, Buffalo, N. Y	81
82	Western New York and Pennsylvania Railway Co	Broad Street Station, Philadelphia, Penna	82
83	West Shore Railroad Co	Grand Central Terminal, New York City	83
84	West Troy and Green Island Railroad Co	17 First St., Troy, N. Y	84
85	Wharton Valley Railway Co	56 Beaver St., New York City	85

* The corporations named below have other vice-presidents as shown:

Buffalo, Bradford and Pittsburgh: G. F. Brownell, G. A. Richardson, J. C. Stuart.

Buffalo Erie Basin: E. V. W. Rossiter, J. Carstensen, A. H. Smith.

Carthage and Adirondack: E. V. W. Rossiter, J. Carstensen, A. H. Smith.

Carthage, Watertown and Sackets Harbor: J. Carstensen, C. F. Daly, Ira A. Place, A. H. Smith.

Chateaugay and Lake Placid: C. S. Sims, W. H. Williams.

Conesus Lake: J. C. Stuart, G. F. Brownell.

Delaware & Eastern: F. L. Phillips.

Elmira State Line: G. A. Richardson, J. C. Stuart.

Erie and Black Rock: J. C. Stuart, G. A. Richardson.

Erie and Jersey: W. J. Harahan, G. A. Richardson, J. C. Stuart.

Geneva, Corning and Southern: E. V. W. Rossiter, J. Carstensen, A. H. Smith, Ira A. Place.

Gouverneur and Oswegatchie: E. V. W. Rossiter, J. Carstensen, A. H. Smith.

Middletown and Crawford: G. A. Richardson, J. C. Stuart.

LESSOR STEAM RAILROAD CORPORATIONS, JUNE 30, 1910.

Line No.	President.	*Vice-president.	Secretary.	Treasurer.	Line No.
1	C. W. Goodyear	A. C. Goodyear	F. A. Lehr	F. A. Lehr	1
2	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	2
3	George P. Butler		Wm. L. M. Phelps	Wm. L. M. Phelps	3
4	Edward C. Gale	LeGrand C. Cramer	S. S. Bullions	S. S. Bullions	4
5	John Kellogg		J. A. Brannock	Lauren Kellogg	5
6	Josiah Austin		H. E. Brown	H. E. Brown	6
7	Charles S. Sargent		George P. Furber	Frank H. Ratcliffe	7
8	W. A. May	F. D. Underwood	David Bosman	B. W. Bigoney	8
9	E. T. Stotesbury		E. A. Albright	E. A. Albright	9
10	H. A. Noble		A. H. Williams	John R. Williams	10
11	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	11
12		J. D. Hasbrouck	William J. Hughes	William J. Hughes	12
13	W. A. Lathrop	R. H. Wilbur	H. F. Baker	H. F. Baker	13
14	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	14
15	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	15
16	M. Taylor Pyne	E. F. Hatfield	S. S. Palmer	S. S. Palmer	16
17	E. V. W. Rossiter		W. R. Taylor	H. E. Paisley	17
18	Smith M. Weed	L. F. Loree	Talbot Olyphant	C. A. Walker	18
19	F. D. Underwood	G. A. Richardson	David Bosman	D. W. Bigoney	19
20	George Brooks	Albert Lane	D. E. Sivert[1]	D. E. Sivert[1]	20
21	F. F. Searing	Harry P. Pears	George A. Hilton	Albert S. Brown	21
22	Walter B. Trowbridge (Receiver)				22
23	W. H. Switzer	E. L. Wells	F. R. Switzer	F. R. Switzer	23
24	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	24
25	Thomas P. Fowler	James E. Childs	Richard D. Rickard	Richard D. Rickard	25
26	Samuel Rea	H. Tatnall	S. W. White	J. F. Fahnestock	26
27	Wm. D. Neilson		Lewis P. Geiger	Lewis P. Geiger	27
28	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	28
29	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	29
30	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	30
31	Moses Williams		Paul Crocker	George O. Foster	31
32	W. C. Brown	John Magee	D. W. Pardee	E. L. Rossiter	32
33	John H. Richardson		Frank Burton	Frank Burton	33
34	G. W. Murray	W. H. Bennett	Chas. S. Young	Chas. S. Young	34
35	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	35
36	Wm. H. Truesdale	F. E. Loomis	A. D. Chambers	A. D. Chambers	36
37	C. S. Mellen	C. F. Brooker	J. G. Parker	A. S. May	37
38	Charles S. Mellen		John G. Parker	Augustus S. May	38
39	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	39
40	Joseph D. Mayer	R. S. Storrs	J. C. Calisch	J. C. Calisch	40
41	E. B. Thomas	J. A. Middleton	D. G. Baird	W. C. Alderson	41
42	E. B. Thomas	J. A. Middleton	D. G. Baird	J. M. Baxter	42
43	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	43
44	John Carstensen		D. W. Pardee	E. L. Rossiter	44
45	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	45
46	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	46
47	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	47
48	W. J. Mead	W. H. Senior	W. L. Dickerson	C. S. Young	48
49	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	49
50	Wm. K. Vanderbilt	Edward V. W. Rossiter	Dwight W. Pardee	Milton S. Barger	50
51	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	51
52	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	52
53	Wm. H. Truesdale	B. D. Caldwell	A. D. Chambers	A. D. Chambers	53
54	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	54
55	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	55
56	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	56
57	F. D. Underwood	G. F. Brownell	David Bosman	D. W. Bigoney	57
58	F. D. Underwood	G. A. Richardson	David Bosman	D. W. Bigoney	58
59	Thomas P. Fowler	James E. Childs	R. D. Rickard	R. D. Rickard	59
60	Edwin Parsons	Robert W. Parsons	W. H. Platt	W. H. Platt	60
61	W. H. Truesdale	B. D. Caldwell	A. D. Chambers	A. D. Chambers	61
62	James E. Childs		Arthur L. Parmelee	R. D. Rickard	62
63	W. A. Lathrop	R. H. Wilbur	H. F. Baker	H. F. Baker	63
64	Thomas P. Fowler	John B. Kerr	Richard D. Rickard	Richard D. Rickard	64
65	LeGrand C. Cramer	Edward C. Gale	S. S. Bullions	S. S. Bullions	65
66	Chas. H. Babcock	D. D. Sully	Josiah Austice	Josiah Austice	66
67	Clinton Scollard	Wm. H. Fuller	C. D. Hayes	C. D. Hayes	67
68	Edwin Parsons	Clarence S. Day	W. H. Platt	W. H. Platt	68
69	LeGrand C. Cramer	Edward C. Gale	S. S. Bullions	S. S. Bullions	69
70	Percival W. Clement		H. G. Smith	Charles H. Harrison	70
71	W. H. Newman	W. C. Brown	D.W. Pardee	E. L. Rossiter	71
72	Wm. F. Gurley	H. C. Shields	Paul Cook	Paul Cook	72
73	James A. Eddy	LeGrand C. Cramer	E. C. Gale	E. C. Gale	73
74	William Pennington		Robert I. Hopper	Robert I. Hopper	74
75	John P. Green	Samuel Rea	Robert H Groff	H. P. Conner	75
76	J. F. Maynard	Edwin Parsons	W. H. Platt	Edwin Parsons	76
77	W. H. Truesdale	E. E. Loomis	A. D. Chambers	A. D. Chambers	77
78	E. B. Woolworth	A. W. Reynolds	C. S. Symonds	C. S. Symonds	78
79	William H. Truesdale	B. D. Caldwell	A. D. Chambers	A. D. Chambers	79
80	W. H. Newman	W. C. Brown	D. W. Pardee	E. L. Rossiter	80
81	C. W. Goodyear	A. C. Goodyear	F. A. Lehr	F. A. Lehr	81
82	John P. Green	Samuel Rea	Lewis Neilson	James F. Fahnestock	82
83	W. C. Brown	E. V. W. Rossiter	D. W. Pardee	E. L. Rossiter	83
84	LeGrand C. Cramer	Edward C. Gale	S. S. Bullions	S. S. Bullions	84
85	Thomas P. Fowler		Richard D. Rickard	Richard D. Rickard	85

Middletown, Unionville and Water Gap: G. A. Richardson, J. C. Stuart.
Mohawk and Malone: E. V. W. Rossiter, J. Carstensen, A. H. Smith, C. F. Daly, Ira A. Place.
New Jersey and New York Extension: G. A. Richardson.
New York and Putnam: J. Carstensen, A. H. Smith, C. F. Daly, Ira A. Place.
New York Central Niagara River: E. V. W. Rossiter, John Carstensen, A. H. Smith.
Niagara Falls Branch: E. V. W. Rossiter, J. Carstensen, A. H. Smith.
Northern Railroad of New Jersey: G. A. Richardson, J. C. Stuart.
Nyack and Northern: G. A. Richardson, J. C. Stuart.
Nyack and Southern: G. A. Richardson, J. C. Stuart.
Nypano: J. C. Stuart.
Rome, Watertown and Ogdensburg: Robert W. Parsons.
Tivoli Hollow: E. V. W. Rossiter, John Carstensen, A. H. Smith.
Utica and Black River: William Lummis.
Wallkill Valley: E. V. W. Rossiter, J. Carstensen.
West Shore: J. Carstensen, A. H. Smith, C. F. Daly, Ira A. Place.
[1] Acting.

INCHOATE AND DORMANT STEAM RAILROAD CORPORATIONS

Buffalo Frontier Terminal Railroad Company
Champlain and Sanford Railroad Company
Corning, Keuka Lake and Ontario Railway Company
Cortland and Auburn Railroad Company
Delaware and Southern Railroad Company
Delaware Valley and Kingston Railway Company
Elizabethtown Terminal Railroad Company
Genesee River Railroad Company
Greigsville and Pearl Creek Railroad Company
Hudson Highland Bridge and Railway Company, The
Kingston and Rondout Valley Railway Company
Milford, Matamoras and New York Railroad Company, The
New York and East River Railroad Company
Niagara River and Erie Railroad Company
Pittsburgh, Binghamton and Eastern Railroad Company
Rome and Osceola Railroad Company
South Cairo and East Durham Railroad Company
Syracuse and Baldwinsville Railway Company, The
Wallula and Oswegatchie Railroad Company, The
Westchester Northern Railroad Company

SUPPLEMENTAL (see page 145)
Buffalo, Thousand Islands and Portland Railroad Company

INCHOATE AND DORMANT STEAM RAILROAD CORPORATIONS

Buffalo Frontier Terminal Railroad Company: The road of this company, for the construction of which a certificate of public convenience and a necessity was granted by the Public Service Commission, Second District, July 20, 1909, is projected to extend from a point on Lake Erie 1½ miles south of Buffalo, in the town of Hamburg, to the Niagara river in the town of Tonawanda, a distance of 28 miles.

Champlain and Sanford Railroad Company: This company was incorporated April 18, 1908, for the primary purpose of securing transportation facilities for iron ore from the properties of the MacIntyre Iron Company. Surveying parties have been in the field continuously (except during the very coldest winter months) since some time before incorporation and are still at work on final locations. The road is projected to extend from Addison Junction to Lake Sanford via Paradox lake, Schroon river, and Blue Ridge. It is reported that changes in the location of line to improve the grade and curvature have necessitated the giving up of certain right of way options which the company controlled on the original line, but that as soon as the line is finally located the matter of securing rights of way will be promptly taken up. At the present time, the company has secured deeds covering over one-third of the right of way and has terminal property on Lake Champlain under contract. The original subscription of 10 per cent of the capital stock has been thus far adequate for the needs of the company and no further financial arrangements have been necessary, although it is reported as probable that additional stock will need to be issued during the coming year.

Corning, Keuka Lake and Ontario Railway Company: This company is reported to be a reorganized company, formerly the Sodus Bay, Corning and New York Railroad Company, organized 1872, sold under foreclosure in 1875-1876, and reincorporated as the present company January, 1905, whose charter and rights were confirmed by special acts of the Legislature in May-June, 1907. Since the date of such confirmation some re-surfacing has been done, and the road is in process of being financed for construction of the section from Savonia to Wayne, some 18 miles, which is not completely graded. The road is projected to extend from Corning to Sodus Bay.

Cortland and Auburn Railroad Company: Incorporated August 31, 1906. Certificate of public convenience and a necessity granted by the Board of Railroad Commissioners April 3, 1907. The road is projected to extend from Cortland to Auburn, N. Y., a distance of 35.7 miles. Right to issue $1,000,000 bonds secured by a mortgage on the property and franchise of the company granted by the Board of Railroad Commissioners May 15, 1907. Location of survey not fully completed and construction not carried on during the year because sale of bonds was not completed as expected.

Delaware and Southern Railroad Company: Incorporated November, 1905, to build a railroad projected to extend from Deposit to Trout Creek, a total distance of 17 miles. The road has been surveyed but no rights of way procured or work done.

Delaware Valley and Kingston Railway Company: Incorporated under the laws of the State of New York November 8, 1899, to build a road projected to extend from Lackawaxen, Penna., to Rondout, N. Y., a total distance of 79.9 miles. Controlled by Erie Railroad Company through ownership of capital stock.

Elizabethtown Terminal Railroad Company: This company was incorporated September 29, 1909, for the purpose of building a standard gauge railroad from Westport, N. Y., to a point near the village limits of Elizabethtown, Essex county, N. Y., a total distance of about 8 miles. Construction was begun March 21, 1910, and about 3 miles of road had been completed to June 30, 1910. Of an authorized issue of capital stock of 800 shares of the par value of $100 each, 290 shares were issued and outstanding at the close of the year; and of an authorized issue of $150,000 par value of bonds, $10,000 are issued and outstanding. The road is being built and equipped under contract.

Genesee River Railroad Company: Incorporated August 21, 1905, to build a railroad projected to extend from Hunt, N. Y., to Cuba, N. Y., a total distance of 32.676 miles; it is reported that 23 miles of this road have been graded, single track laid, and the road is expected to be finished for commercial operations August 1, 1910. The company is controlled by Erie Railroad Company through ownership of capital stock. The balance sheet as of June 30, 1910, shows as follows: Assets: cash, $66,197; accounts receivable, $29,751; materials and supplies on hand, $10,686; securities owned, $3,000,000; expenditures for road and equipment, $6,005,765. Liabilities: Interest matured and unpaid, $10,000; bills payable (promissory notes), $2,000,000; wages unpaid, $16,028; materials and supplies unpaid for, $98,362; advances by controlling corporation, $3,953,008; funded debt, $3,000,000; common stock, $35,000.

Greigsville and Pearl Creek Railroad Company: Organized October 1, 1897, charter granted January 26, 1898, to build and operate from North Greigsville, Livingston county, N. Y., at a junction with the Delaware, Lackawanna and Western railroad, to Pearl Creek, Wyoming county, N. Y., at junction with the Buffalo, Rochester and Pittsburgh railway, a total distance of 10 miles; 3 miles were constructed, from North Greigsville to Greigsville Salt Mine, including sidings and tracks in and about the salt mining plant. The closing of this mine (the only shippers located on the road), in June, 1899, has made it necessary to suspend all operations since that time.

Hudson Highland Bridge and Railway Company, The: "The company was organized in the '60's under the name of Hudson Suspension Bridge and New England Railroad Company. The location was completed from Turners, N. Y., on the Erie railroad, to Brewster, N. Y., on the Harlem railroad, and a large part of the right of way was purchased, about $200,000 being expended for this purpose alone. The construction was thereupon begun and a bond issue was made to pay for this and for the real estate purchased. . . . Owing to the Baring Brothers' failure of 1890, the English syndicate which was to have taken up the larger part of the bonds was obliged to drop the matter, and before the affair could be reinstated the panic of 1893 forced the company into bankruptcy. Its charter and that part of the right of way where most of the work had been done were purchased at foreclosure by a committee of the American bondholders (who incorporated as The Hudson Highland Bridge and Railway Company), eliminating all the foreign interests. The charter has been extended so that it now has about 5 more years to run (to July 4, 1915). Modern requirements have made necessary such material changes in the location of this road that most of the right of way became of no value for this purpose, and in consequence all the company's direct holdings have been sold; but it has options on all the important parts and retains the right to cross the tracks of the New York Central and West Shore Railroad companies. The modern bridge planned would cross the river 250 feet higher than that planned 25 years ago, and would be the highest bridge in the world, and the longest span."

Kingston and Rondout Valley Railway Company: Incorporated October 5, 1897, to build a railroad projected to extend from Ellenville to Kingston. Control of this company was purchased by the New York, Ontario and Western Railway Company and is still held by it. That company controls also the Ellenville and Kingston Railroad Company which has constructed a railroad over substantially the same route adopted by the Kingston and Rondout Valley Railway Company. Upon the organization of the Ellenville and Kingston Railroad Company the construction of another road by the respondent and all operations by it have been abandoned; of some real estate acquired for right of way operations all but a small piece has been sold.

Milford, Matamoras and New York Railroad Company, The: Incorporated June 9, 1897. Certificate of the Board of Railroad Commissioners granted January 26, 1898. Construction of bridge across Delaware river commenced March 14, 1898, and completed September 20, 1898. Connection finally made with Erie railroad December, 1898. Road was intended as a connecting link with the Milford, Matamoras and New York railroad of Pennsylvania, which is not yet completed to Milford owing to the carrying away of the bridge above mentioned across the Delaware river by ice in 1904. The only business done by the respondent up to the time of the carrying away of the bridge was the shipment of stone from the quarries at Matamoras. In June, 1906, work was commenced on the reconstruction of the bridge, but the United States War Department ordered work to cease until permission was obtained for its construction. In the meantime the old bridge has been removed, and as soon as the authority for another bridge can be obtained it is intended to get the road in operation.

New York and East River Railroad Company: Organized December 18, 1881, to build a railroad from New York city, commencing on the north side of the Harlem river immediately opposite the then terminus of the Second Avenue railroad where the latter approaches the southern boundary line of the Harlem river at Second avenue. Rights of way were obtained and the road surveyed the entire length of 30 miles through Westchester county, and the maps of the located line were filed in the office of the clerk of Westchester county. But 5 miles have been graded. From the Second Avenue Street Railroad Company was purchased its right under a special charter to build a bridge across the Harlem river, and respondent made payment by issuing $100,000 of its capital stock. During the year, in conjunction with a company organized to build an electric railroad between Boston and New York, the respondent notified owners of property along its line of its intention to purchase right of way, etc., but the Boston company failed to secure from the State of Connecticut the right to build a road through that State, in consequence whereof matters have come to a standstill.

Niagara River and Erie Railroad Company: Incorporated May 27, 1889, to build a road projected to extend from Black Rock, Buffalo, to Tonawanda, N. Y., a total distance of 6.74 miles. Stock subscriptions amounting to $1153 on 126 shares have been paid in. Controlled by Erie Railroad Company through ownership of capital stock.

Pittsburgh, Binghamton and Eastern Railroad Company: Was formed by agreement of consolidation and merger September 19, 1906, between the Pittsburg, Binghamton and Eastern Railroad Company, the Tioga and Clinton Railroad Company, and the Susquehanna Central Railroad Company (the last two being corporations of Pennsylvania). The Pittsburg, Binghamton and Eastern Railroad Company, one of the constitutent companies above mentioned, was formed by agreement of consolidation and merger between the Pittsburg, Binghamton and Eastern Railway Company and the Binghamton and Southern Railroad Company, which agreement was filed and recorded in the office of the Secretary of State of New York July 6, 1904. The Pittsburg, Binghamton and Eastern Railway Company last mentioned was a corporation of Pennsylvania, and the Binghamton and Southern Railroad Company was a corporation of New York. On September 4, 1908, Mr. John P. Reynolds, jr., 50 State St., Boston, Mass., and Mr. L. T. McFadden, Canton, Penna., were appointed receivers for this property, and also for its allied corporation, the Central Pennsylvania Coal Company. December 15, 1908, Mr. Fred C. Leonard, Coudersport, Penna., qualified as a co-receiver with the two above named gentlemen. $1,198,000 of first mortgage bonds and $115,000 guaranteed bonds in the hands of E. H. Gay & Company, fiscal agents, are to be accounted for. Bonds aggregating in value $192,000 have been turned over to various subscribers to an underwriting contract relating to the bonds of the Pittsburgh, Binghamton and Eastern Railroad Company, in accordance with the terms of a decree dated March 30, 1910, entered in the United States Circuit Court for the Middle District of Pennsylvania in the pending action of *Wiles White et al.* vs. *Receivers of the Pittsburgh, Binghamton and Eastern Railroad Company.* Its balance sheet as of June 30, 1910, shows as follows: Assets: cash, $17,446; accounts receivable, $44,045; other current assets, $20,000; stocks of other corporations, $76,801; other miscellaneous investments, $7,695; expenditures for road and equipment, $1,759,570; special deposits, $54,050; suspense (credit), $100; subscriptions to stock, $575,800. Liabilities: bills payable (promissory notes), $261,645; other unfunded debt, $110,862; funded debt, $1,147,000; common stock, $775,800; guaranteed bonds, $260,000.

Rome and Osceola Railroad Company: Incorporated March 6, 1908, to build a railroad projected to extend from Rome to Osceola, a distance of 25 miles. Certificate of public convenience and a necessity granted by the Public Service Commission, Second District, State of New York, July 30, 1908. 11.08 miles of right of way have been acquired and options have been obtained on practically all of the remaining mileage. Subscriptions on capital stock have been paid in amounting to $25,000. Light grading is to be completed before commencement of heavy grading.

South Cairo and East Durham Railroad Company: Incorporated January 18, 1881; charter amended January 16, 1894. No stock has been issued, but $7495 paid in on subscription.

Syracuse and Baldwinsville Railway Company, The: Controlled by The Delaware, Lackawanna and Western Railroad Company through ownership of capital stock. Location of right of way: Beginning at Amboy station, in town of Camillus, Onondaga county, thence northwest through the towns of Van Buren and Lysander to the village of Baldwinsville, a distance of 6 miles single track; with 2 miles of siding, all laid with 56-lb. steel rails, gauge 4 feet 8½ inches. In July, 1892, the company discontinued running trains over the tracks, and in November, 1893, all tracks were taken up with the exception of 0.95 mile of road and 1 mile of siding in the village of Baldwinsville. These remaining tracks are operated in connection with a siding of the Oswego and Syracuse Railroad Company, running from its tracks into the village of Baldwinsville.

Wallula and Oswegatchie Railroad Company, The: Chartered October 12, 1905, to construct and operate a steam surface railroad easterly from Natural Bridge, N. Y., to facilitate lumbering operations. No report has been filed for the year ended June 30, 1910.

Westchester Northern Railroad Company: Incorporated February 7, 1910, to build, maintain, and operate a railroad from a terminus at a point of connection with the railroad of New York, Westchester and Boston Railway Company, in the village of White Plains near the intersection of Mamaroneck river with Westchester avenue, to a terminus in the State of Connecticut at a point of connection with the railroad of The New York, New Haven and Hartford Railroad Company in the city of Danbury; with a branch line from a point on the state line in the town of Pound Ridge, Westchester county, near Cross Pond, to a terminus at a point in connection with the railroad of The New York, New Haven and Hartford Railroad Company at a point near the boundary line between the State of New York and the State of Connecticut. The length of said railroad will be about 45 miles, of which about 35 miles will be in the State of New York and about 10 miles in the State of Connecticut. May 24, 1910, the Public Service Commission, Second District, granted a certificate of public convenience and a necessity permitting the respondent to begin construction and exercise its franchise. The capital stock authorized in the certificate of incorporation is $1,000,000, and stock of the par value of $60,000 has been issued to the subscribers to the said certificate of incorporation.

STEAM RAILROAD CORPORATIONS, SUPPLEMENTAL STATEMENT

Buffalo and Susquehanna Railroad Company
Buffalo Creek Transfer Railroad Company, The
Buffalo, Thousand Islands and Portland Railroad Company
Central Dock and Terminal Railway Company, The
Dolgeville and Salisbury Railway Company
Fall Brook Railway Company
Genesee Valley Canal Railroad Company, The
Genesee Valley Terminal Railroad Company, The
Island Railroad Company, The
Massena Terminal Railroad Company, The
Middletown, Unionville and Water Gap Railroad Company
Mutual Terminal Company of Buffalo
New York Central, Hudson River and Fort Orange Railroad Company
Olean, Bradford and Warren Railroad Company
Philadelphia and Reading Coal and Iron Company, The
Plattsburgh and Dannemora Railroad Company
Rochester, New York and Pennsylvania Railroad Company, The
Syracuse, Geneva and Corning Railway Company
Troy Union Rail Road Company, The
Union Terminal Railroad Company of the City of Buffalo, The
Williams, Frank, and Company

STEAM RAILROAD CORPORATIONS SUPPLEMENTAL STATEMENT

Buffalo and Susquehanna Railroad Company: This is a Pennsylvania corporation, the property of which is all located within that State and leased for a term of 999 years from June 29, 1907, to the Buffalo and Susquehanna Railway Company.

Buffalo Creek Transfer Railroad Company, The: This company owns premises on the Blackwell canal, having 212 feet frontage, on which its tracks, switches, wharf, etc., are located. The entire length of the road is 1.10 miles (extending from The Pennsylvania Railroad Company's tracks to Frank Williams & Company's dock. The entire stock of The Buffalo Creek Transfer Railroad Company is owned by Frank Williams & Company, who operate the road as a terminal switching road in their coal business, paying all expenses, including taxes, rent, etc., and crediting the railroad with a sufficient sum as dockage to offset all expenses. An abstract of the balance sheet of the railroad company, its capital stock, funded debt, etc., will be found among the tables entitled "Lessor Steam Railroad Corporations".

Buffalo, Thousand Islands and Portland Railroad Company: It is stated that the corporate existence of this company was terminated by statutory limitation on December 31, 1909.

Central Dock and Terminal Railway Company, The: See Philadelphia and Reading Coal and Iron Company, and abstracts of balance sheet, capital stock, funded debt, etc., among the tables entitled, "Lessor Steam Railroad Corporations".

Dolgeville and Salisbury Railway Company: According to the report filed for the year ended June 30, 1909, the road of this company, having its termini at Dolgeville and Irondale, 4.39 miles, is operated under a contract between the Little Falls and Dolgeville Railroad Company and the Salisbury Steel and Iron Company, according to the terms of which the former pays for the use of the Dolgeville and Salisbury tracks at the rate of $2 per loaded car, and it will receive the entire capital stock of the Dolgeville and Salisbury Railway Company when such payments shall have equaled the expenditures made for the construction of the road by the Salisbury Steel and Iron Company. Although this corporation is classed as a lessor railroad corporation, no statements other than this in regard to it appear in this volume, since the report for the year ended June 30, 1910, had not been filed at the time the tabulations here published were prepared.

Fall Brook Railway Company: December 16, 1872, the Corning, Cowanesque and Antrim Railway Company was formed by a consolidation of the Blossburg and Corning Railroad Company, a domestic corporation, and the Wellsboro and Lawrenceville Railroad Company, a foreign corporation organized under the laws of the Commonwealth of Pennsylvania. Thereafter the property of the Cowanesque Valley Railroad Company (a foreign railroad corporation organized under the laws of the Commonwealth of Pennsylvania) was acquired by the Corning, Cowanesque and Antrim Railway Company. July 1, 1892, the name of that company was changed by proceedings duly taken, to the Fall Brook Railway Company. By agreement of consolidation and merger dated February 4, 1909, the Fall Brook Railway Company, the Syracuse, Geneva and Corning Railway Company, and the Pine Creek Railway Company, were consolidated and merged into the Geneva, Corning and Southern Railroad Company. At the time of this last consolidation the railroad of the Fall Brook Railway Company extended from Corning, N. Y., to Antrim, Tioga county, Penna., a total distance of 51.66 miles, with a branch line situated within the State of Pennsylvania of 39.85 miles; and the entire road was under lease for a term of 999 years from May 1, 1899, to The New York Central and Hudson River Railroad Company, for an annual rental of $175,000. Its capital stock then issued and outstanding was $5,000,000, which upon consolidation was exchanged share for share for the 4 per cent cumulative preferred stock of the consolidated company.

Genesee Valley Canal Railroad Company, The: This corporation, organized to build a railroad from Hinsdale to Rochester, a distance of 98.91 miles, leased its property December 8, 1881, for a term of 999 years to the Buffalo, New York and Philadelphia Railway Company at an annual rental of $50.00, semiannual dividends of 7 per cent per annum on its capital stock of $1,140,000, and all charges for taxes and assessments. The railroad and other property of the corporation were transferred to the successor to the original lessee, and all stock and bonds of this lessor corporation are now owned by that successor, the Western New York and Pennsylvania Railway Company, whose property is leased to The Pennsylvania Railroad Company. The report of The Genesee Valley Canal Railroad Company for the year ended June 30, 1910, does not show any details of operations, but states that no books are kept.

Genesee Valley Terminal Railroad Company, The: This corporation, organized to build a railroad from a point on the line of The Genesee Valley Canal Railroad Company in the town of Chili, to a point on the New York Central and Hudson River railroad in the town of Gates (a distance of 2.46 miles), leased its property November 1, 1882, to the Buffalo, New York and Philadelphia Railway Company for 900 years, the rent to be the interest on its funded debt of $500,000, with a deposit of $5000 each year to a sinking fund for the extinguishment of the debt at maturity, and all charges for taxes and assessments. The railroad and other property of the corporation were transferred to the successor to the original lessee, and all stock and bonds of this lessor corporation are now owned by that successor, the Western New York and Pennsylvania Railway Company, whose property is leased to The Pennsylvania Railroad Company. The report of The Genesee Valley Terminal Railroad Company for the year ended June 30, 1910, does not show any details of operations, stating that no books are kept.

Island Railroad Company, The: The capital stock of this corporation is owned by the Mutual Terminal Company of Buffalo, and the entire stock of the Mutual Terminal Company is owned or controlled by The New York Central and Hudson River Railroad Company, The Delaware, Lackawanna and Western Railroad Company, the Lehigh Valley Railroad Company, and the Erie Railroad Company, each of which owns $15,000 par value; the bonds of that corporation are also owned by the above named four stockholders in varying amounts. The respondent states that it has right of possession to several tracks ranging from 900 feet to 1200 feet in length, used exclusively as warehouse tracks on which cars are placed for loading and unloading, the property being held under grant for 990 years. The balance sheet as of June 30, 1910, shows the cost of the road to have been $199,000, with capital stock outstanding of $200,000, leaving a corporate deficit of $1000. No dividends have ever been declared upon the capital stock. No income account or profit or loss account is shown, and the report contains no further information of importance.

Massena Terminal Railroad Company, The: The report of this company for the year ended June 30, 1910, shows that it owns a railroad extending from Massena Springs to the works of the Aluminum Company of America. Information on file with the Commission indicates that this road is operated by The New York Central and Hudson River Railroad Company as the agent of the Massena Terminal Railroad Company. "The New York Central and Hudson River Railroad Company handles all the freight from their line and that coming from the Grand Trunk Railroad Company at Massena Springs. They deliver same to factories on the line of the Massena Terminal Railroad Company at a cost of $2 per car, in addition to the regular freight charges, of which switching charges the Massena Terminal Railroad Company receives $1 per car." The amount received during the year is reported to have been $929, in addition to which there was miscellaneous income of $8, making a total income of $937; operating expenses and taxes are reported to have amounted to $4129 (operating expenses $3748, taxes $381), increased by charges for interest deductions amounting to $5428, leaving a net corporate deficit arising from the year's operations of $8620, to which is added $21,209, deficit existing at the beginning of the year, resulting in a total corporate deficit at the end of the year of $29,829. The balance sheet statement shows as follows: Assets: gross investment in road and equipment, $407,941; cash, $424; miscellaneous accounts receivable, $6; profit and loss, debit balance, $29,829. Liabilities: capital stock, $250,000; bills payable, $194,577; audited vouchers and wages payable, $170.

Middletown, Unionville and Water Gap Railroad Company: This company is controlled by the New York, Susquehanna and Western Railroad Company through ownership of the entire capital stock, and the details of its operation are included in the report of that company. For sake of convenience, the Middletown, Unionville and Water Gap Railroad Company has been classified as a lessor steam railroad company, and statistics of its corporate affairs will be found among the tables entitled "Lessor Steam Railroad Corporations".

Mutual Terminal Company of Buffalo: See the Island Railroad Company.

New York Central, Hudson River and Fort Orange Railroad Company: All the stock of this corporation is owned by the Fort Orange Paper Company. The railroad track is about one mile in length and connects the paper mills of the Fort Orange Paper Company with the tracks of The New York Central and Hudson River Railroad Company at Castleton. The paper company operates this track only as a switch and does not operate as a common carrier thereupon.

Olean, Bradford and Warren Railroad Company: This company was incorporated in 1877 with capital stock of $150,000. It was later leased to the Buffalo, New York and Philadelphia Railway Company, and is now operated by The Pennsylvania Railroad Company, which is the lessee of the Western New York and Pennsylvania Railway Company, the latter being the successor of the Buffalo, New York and Philadelphia Railway Company.

Philadelphia and Reading Coal and Iron Company, The: Operating under lease the railroad of the Central Dock and Terminal Railway Company, receiving no revenue from such operation since it is conducted solely for the transportation of the coal of The Philadelphia and Reading Coal and Iron Company. The report of the operating company for the year ended June 30, 1910, shows a total of $62,316 for railroad operating expenses, which amount includes the annual rental of $27,765 due to the Central Dock and Terminal Railway Company.

Plattsburgh and Dannemora Railroad Company: Owned by the State of New York and leased to The Chateaugay and Lake Placid Railway Company, whose property is leased to The Delaware and Hudson Company.

Rochester, New York and Pennsylvania Railroad Company, The: This corporation, organized to build a railroad from Nunda Junction to Swains, a distance of 11.75 miles, leased its property December 8, 1891, to the Buffalo, New York and Philadelphia Railroad Company. The railroad and other property of the corporation were transferred to the successor to the original lessee, and all stocks and bonds of this lessor corporation are now owned by that successor, the Western New York and Pennsylvania Railway Company.

Syracuse, Geneva and Corning Railway Company: Formed by an agreement of consolidation and merger dated September 22, 1885, by and between the Syracuse, Geneva and Corning Railway Company and the Penn Yan and New York Railway Company. By agreement of consolidation and merger dated February 4, 1909, and approved by order of the Public Service Commission dated April 8, 1909, this company was consolidated with the Fall Brook Railway Company and the Pine Creek Railway Company (the last a foreign corporation organized under the laws of the Commonwealth of Pennsylvania), forming Geneva, Corning and Southern Railroad Company. At the date of such consolidation the Syracuse, Geneva and Corning Railway Company owned and operated a railroad extending from Geneva to Corning, a distance of 57.74 miles, with a branch from the village of Dresden to the village of Penn Yan, a distance of 6.55 miles. Its outstanding capital stock was $1,325,000, exchanged upon consolidation share for share for the capital stock of the Geneva, Corning and Southern Railroad Company.

Troy Union Rail Road Company, The: This company owns 5.26 miles of railroad tracks situated in the city of Troy, N. Y., within the territory between Madison street on the south, Hoosick street on the north, and the Hudson River bridge on the west; said tracks are used in common by the three companies controlling the respondent through ownership between themselves of the entire capital stock of $50,000 of The Troy Union Rail Road Company: to wit, The New York Central and Hudson River Railroad Company owning a one-half interest, The Delaware and Hudson Company owning a one-fourth interest, and the Boston and Maine Railroad owning a one-fourth interest. After deducting from the operating expenses the revenue accruing to The Troy Union Rail Road Company from various sources, mainly from station privileges and the operation of a restaurant, the net expenses are apportioned among and paid by the three companies named in proportion to their several interests. The report for the year ended June 30, 1910, indicates that the investment in road and equipment (prior to June 30, 1907) was $1,084,322. Revenues from station privileges, parcel and baggage storage receipts, and rents, amounted to $4138, in addition to which there was a net revenue of $448 accruing from the operation of the restaurant. The railroad operating expenses shown in subtotals as reported are as follows: maintenance of way and structures, $27,770; maintenance of equipment, $4577; transportation expenses, $72,083; general expenses, $5919. Taxes paid during the year amounted to $75,657, being $75,635 on real and personal property and $23 on stock valuation. There was also a rental of $13.

Union Terminal Railroad Company of the City of Buffalo, The: This corporation, organized to provide terminal facilities, agreed with the Buffalo, New York and Philadelphia Railroad Company that the latter should have in perpetuity right to the full enjoyment of lands, tenements, tracks, docks, wharves, and structures of the former; the stipulated annual compensation for these privileges is $1500 for the maintenance of organization, interest on the lessor's funded debt of $1,000,000, and all charges for taxes and assessments. The railroad and other property of this corporation were transferred to the successor to the original lessee, and all stock and bonds of this lessor corporation are now owned by that successor, the Western New York and Pennsylvania Railway Company.

Williams, Frank, and Company: See Buffalo Creek Transfer Company.

STEAM RAILROAD CORPORATIONS, GRAPHIC CHARTS

Illustrating the Statistics Derived from the Reports of Seven of the Larger Railroad Corporations Under the Jurisdiction of This Commission

STEAM RAILROAD CORPORATIONS, GRAPHIC CHARTS

In order to illustrate the statistics derived from the reports of seven of the larger operating railroad corporations, three series of graphic charts have been made, as follows:

Series A: The total annual income for the years 1900 to 1910 inclusive, and the disposition of the total income.

Series B: The total income for the fiscal year ended June 30, 1910, showing the sources and disposition of said income into percentage relationships.

Series C: The monthly rail operating statistics per mile of road operated, showing the total operating revenues, total operating expenses, and net operating revenue, from July, 1907, to April, 1911.

The seven operating railroads included in these graphic charts are:

1. The New York Central and Hudson River Railroad Company,
2. The New York, New Haven and Hartford Railroad Company,
3. The Lake Shore and Michigan Southern Railway Company,
4. Erie Railroad Company,
5. Lehigh Valley Railroad Company,
6. The Delaware, Lackawanna and Western Railroad Company,
7. The Delaware and Hudson Company.

SERIES A

The figures used in Series A are derived from reports received by the Board of Railroad Commissioners of New York state prior to July 1, 1907, the Public Service Commission, Second District, since July 1, 1907, and from the records of the Interstate Commerce Commission whenever the two sources first mentioned lacked sufficient data.

The vertical scale used is $500,000 for the smallest space for income statistics, and 50 miles for the smallest space for miles of road operated. The scale being so small no exact reading can be derived from this chart, but the general relations and tendencies can be noted; and as the scale is the same in each of the seven charts, comparisons can be made between one railroad and another.

The income is shown on the left as a whole: this is divided into freight revenue, passenger revenue, and a remainder composed of other transportation revenue, non-transportation revenue, and non-operating income. On the right are grouped various items, one above the other, showing the disposition of the total annual income for the various years given. The two lower columnar graphs together would equal the operating expenses including outside operating expenses, but as shown the amount of wages and salaries is separated and the remainder is placed above.

Wages and Salaries include compensation paid to officers and other employees engaged in operating the railroad property, excluding employees engaged solely in construction of new line or of new equipment.

Taxes mean taxes accrued on railroad property for the fiscal year given.

Rents include the following: rents accrued for lease of other roads and payable by the railroad company, rents payable for hire of equipment (balance) and for joint facilities, and miscellaneous rents.

Interest includes interest accrued during the year on funded debt and other interest deductions.

Dividends include dividends declared out of income for the year on stocks, but in order to show dividends declared out of surplus this latter amount has been shown with an "S" inserted.

Sinking Funds and Other Appropriations include sinking funds chargeable to income, losses from separately operated properties, other contractual or otherwise compulsory deductions from gross income not provided for in previous items of rent and interest; also additions and betterments charged to income, appropriations to reserves, and miscellaneous appropriations.

Annual Surplus as shown is the balance of income account for the year transferred to profit and loss account: the debit balances are shown dotted below the base line and indicate a loss or deficit for the year.

Accumulated Surplus as indicated is the credit balance of the profit and loss account at the close of the year.

SERIES B

This series covers the total income for one year only: the fiscal year ended June 30, 1910. Each chart represents the total income in two phases, each considered as 100 per cent. All the circles are of the same size regardless of the total amount of income. The upper left hand circle represents by sectors the sources of the total income, and the lower right hand circle represents by sectors the disposition of the same total income, the amount of which is given on a connecting link between the two circles. The sectors are proportional to the percentage relation of each division to the total income. The items in the circle showing disposition of total income are as described in Series A, with the following exceptions: outside operation expenses are separated from operating expenses, and the remainder or rail operating expenses is divided into wages and salaries and other rail operation expenses.

As to the items in the circle showing the sources of total income the following explanation is given:

Freight Revenue and *Passenger Revenue* represent the amounts received directly from transportation of freight and passengers.

Other Transportation Revenue includes revenue derived from mail, express, switching service, etc.

Non-transportation Revenue includes station privileges, storage revenue, telegraph and telephone revenue, etc.

Outside Operations Revenue includes revenue derived from operations outside of rail operations but subsidiary thereto, such as ferries, boat lines, parks, etc. Net operating income shown on one or two charts in this series includes net income from other than railroad property, such as coal mines, canals, etc.

The remainder of the total income not heretofore mentioned is the non-operating income, which is divided as follows: rents, dividends, interests, and other non-operating income.

Rents include rents receivable from lease of road owned or controlled by the railroad company, rents receivable for hire of equipment (balance) and for joint facilities, and miscellaneous rents.

Dividends represent dividends declared by other companies on stock owned or controlled by the railroad company.

Interest includes interest accrued and payable by other companies on funded debt owned or controlled by the railroad company, and also interest receivable on other securities, loans, and accounts.

Other Non-operating Income includes miscellaneous income not included in other non-operating income items mentioned, and profit derived from separately operated properties.

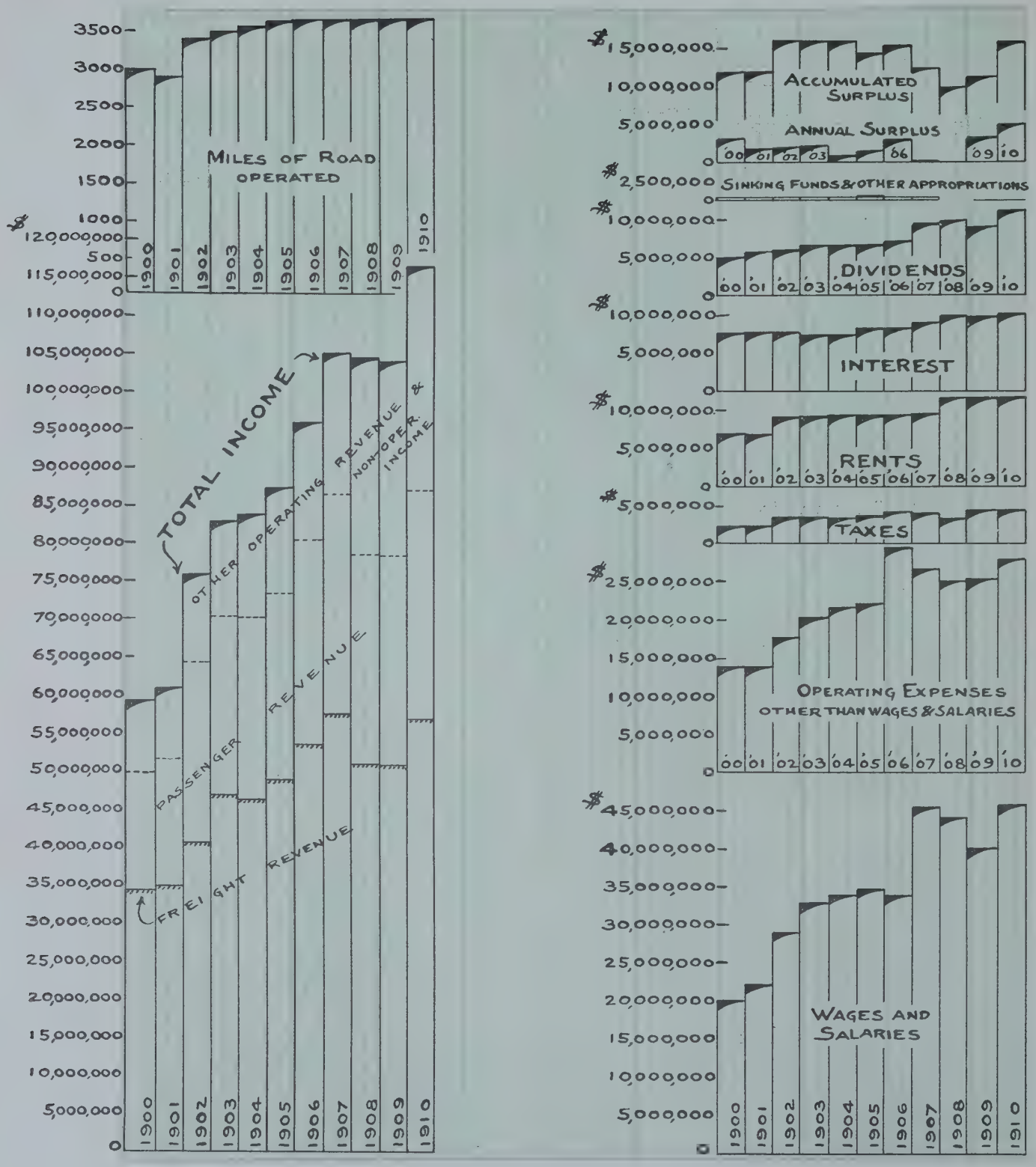
SERIES C

This series is derived from the monthly reports received by the Public Service Commission, Second District, from the several railroad companies showing their operating revenues and expenses and the miles of road operated. The period covered is from July 1, 1907, to the last report received at date of publishing, and each horizontal space between the vertical lines represents a month (see top of chart). As the scale is large, fairly accurate readings can be made of the graphic lines, all of which read from the same base or zero line. The upper light graphic line in a series of steps represents the monthly total rail operating revenues per mile of road operated; the next light full line in steps shows the monthly total rail operating expenses per mile of road operated; and the lower dotted series in steps is the difference of the above two and represents the monthly net operating revenue per mile of road operated.

A heavy line will be noticed running through each step series, marked "12 months' average line". This line shows the average for twelve months of revenue, expenses, and net revenue, as the case may be, at the end of any particular month. Generally such averages are only made at the close of the fiscal year, such as on June 30th. The yearly average for the fiscal years 1907, 1908, 1909, and 1910 can be readily found by noting where the heavy black 12 months' average lines cross the heavy green vertical lines on the right of the space for June. In this way the 12 months' average up to the end of any month can be compared with that of any other month, for each point in the line includes all the twelve months of the year immediately preceding, and the ordinary climatic variations do not affect this line. The yearly tendency of the revenues, expenses, or net revenue to increase or decrease is shown, together with the actual monthly increases or decreases, and these separate monthly increases and decreases affect this 12 months' tendency line in various ways. Whenever a month shows an actual increase or decrease over the same month in the preceding year, the heavy line rises or falls. A steady ascent of the 12 months' average line denotes that each month has an increase over the same month in the preceding year; similarly, a descent of the 12 months' average line denotes an actual decrease of that month over the same month in the preceding year. If the 12 months' average line tends to remain parallel to the base or zero line, there is apparently no increase or decrease over preceding year.

With this explanation these graphic charts are respectfully submitted to the Public Service Commission, Second District, Albany, N. Y., and to the general public.

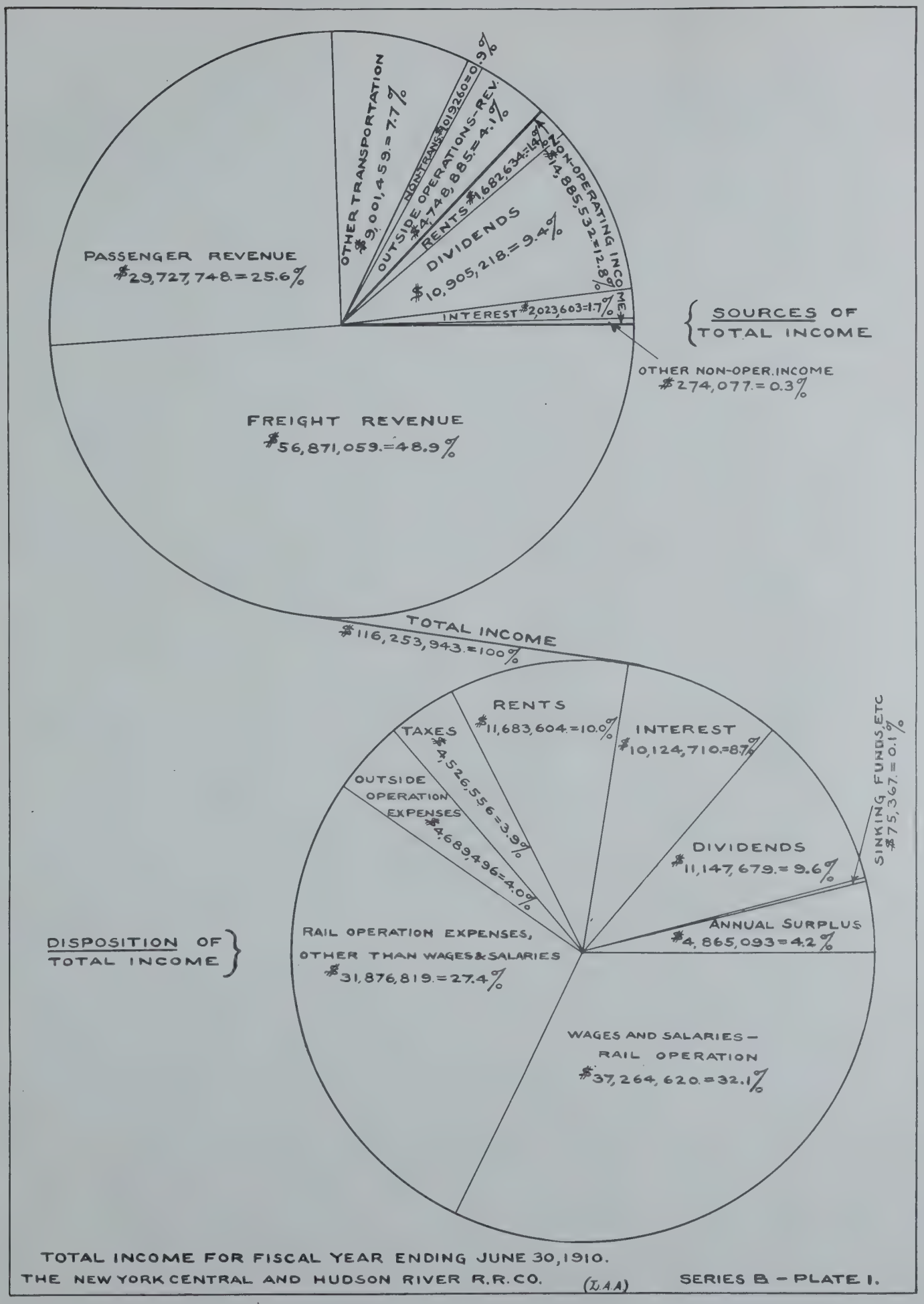
May 31, 1911. L. A. ABBOT,
Second Assistant Statistician.



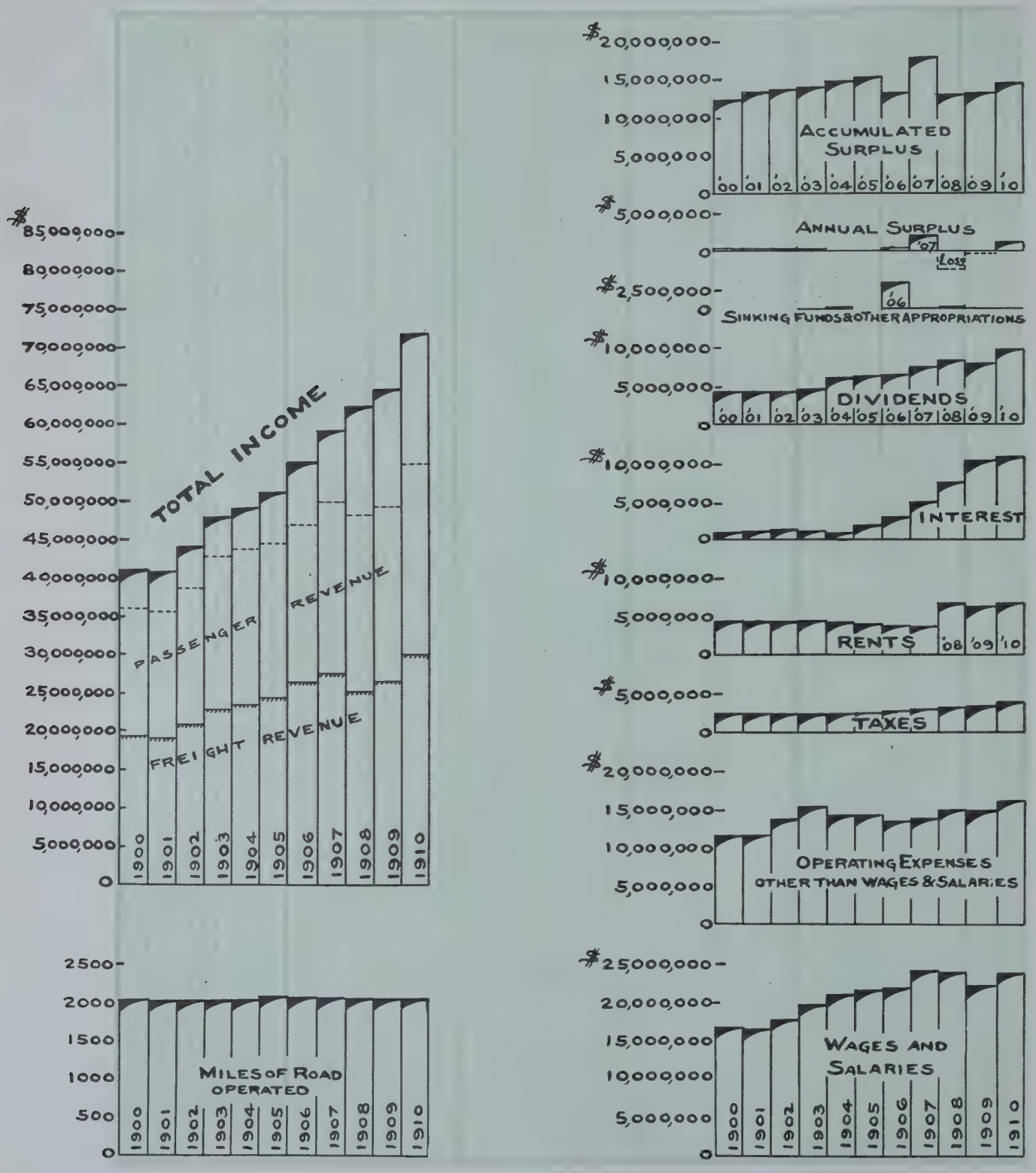
TOTAL INCOME STATISTICS—1900–1910

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD CO.

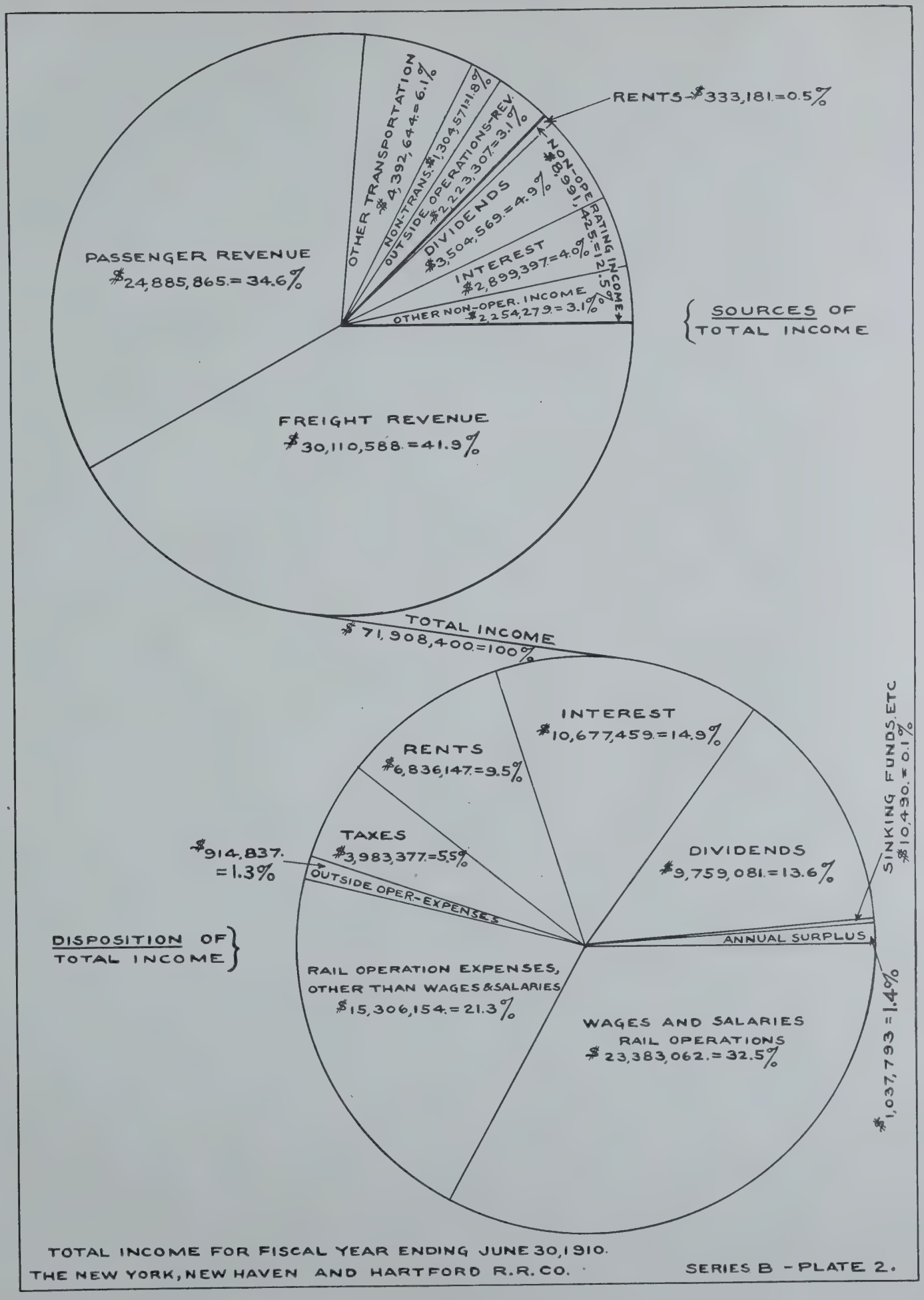
SERIES A—PLATE 1.

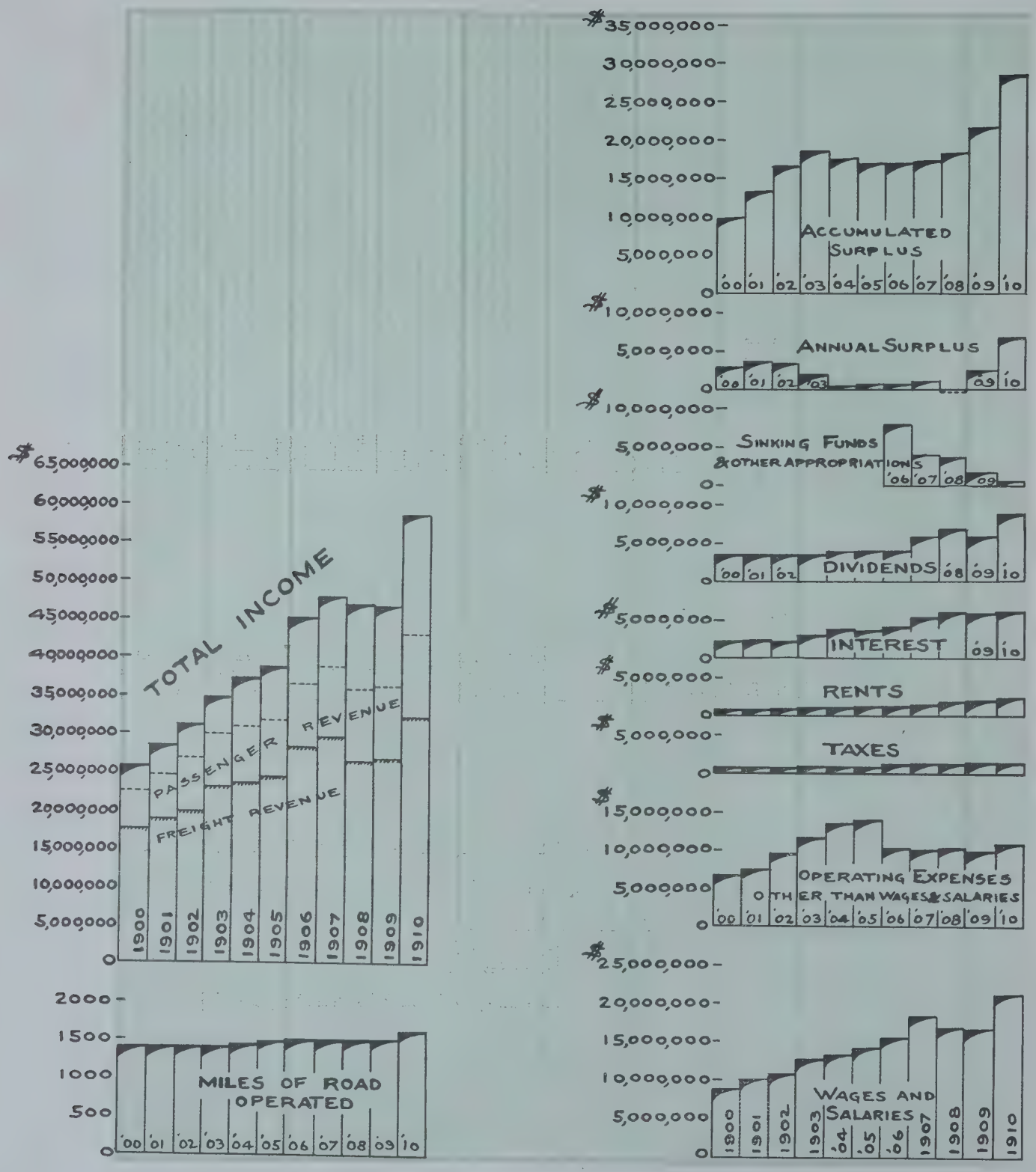


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910.
THE NEW YORK CENTRAL AND HUDSON RIVER R.R.CO. (I.A.A.) SERIES B — PLATE I.

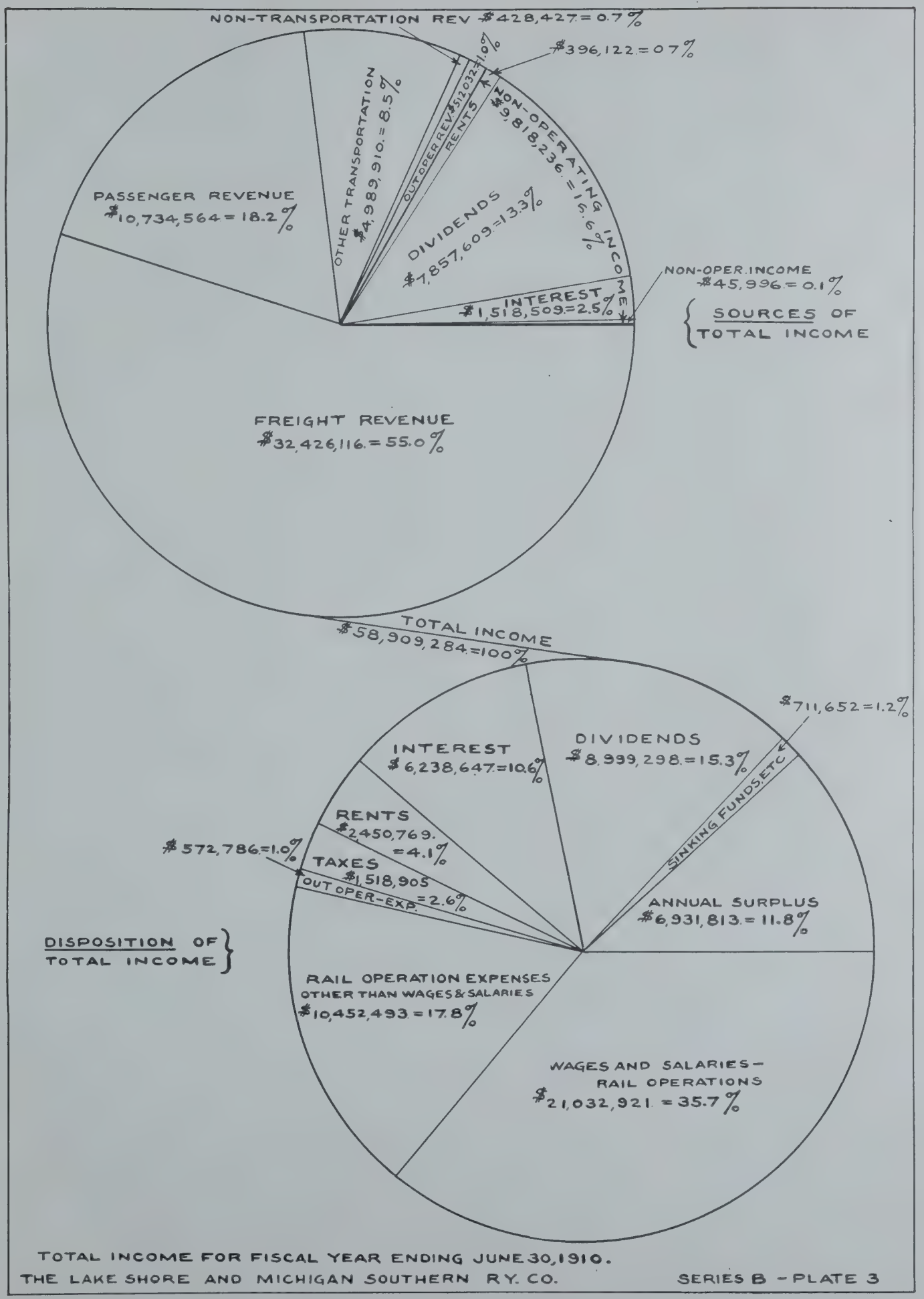


TOTAL INCOME STATISTICS—1900–1910
THE NEW YORK, NEW HAVEN & HARTFORD R.R. CO.
SERIES A – PLATE 2.


PASSENGER REVENUE
$24,885,865.=34.6%
FREIGHT REVENUE
$30,110,588.=41.9%
OTHER TRANSPORTATION
$4,392,644.=6.1%
NON-TRANS. $1,304,571=1.8%
OUTSIDE OPERATIONS-REV.
$2,223,307.=3.1%
DIVIDENDS
$3,504,569.=4.9%
INTEREST
$2,899,397.=4.0%
OTHER NON-OPER. INCOME
$2,254,279.=3.1%
NON-OPERATING INCOME
$8,991,425.=12.5%
RENTS $333,181.=0.5%
SOURCES OF TOTAL INCOME
TOTAL INCOME
$71,908,400.=100%
INTEREST
$10,677,459.=14.9%
RENTS
$6,836,147.=9.5%
TAXES
$3,983,377.=5.5%
$914,837.
=1.3%
OUTSIDE OPER-EXPENSES
DIVIDENDS
$9,759,081.=13.6%
SINKING FUNDS, ETC
$10,430.=0.1%
ANNUAL SURPLUS
$1,037,793=1.4%
RAIL OPERATION EXPENSES,
OTHER THAN WAGES & SALARIES
$15,306,154.=21.3%
WAGES AND SALARIES
RAIL OPERATIONS
$23,383,062.=32.5%
DISPOSITION OF TOTAL INCOME
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910.
THE NEW YORK, NEW HAVEN AND HARTFORD R.R. CO.
SERIES B - PLATE 2.

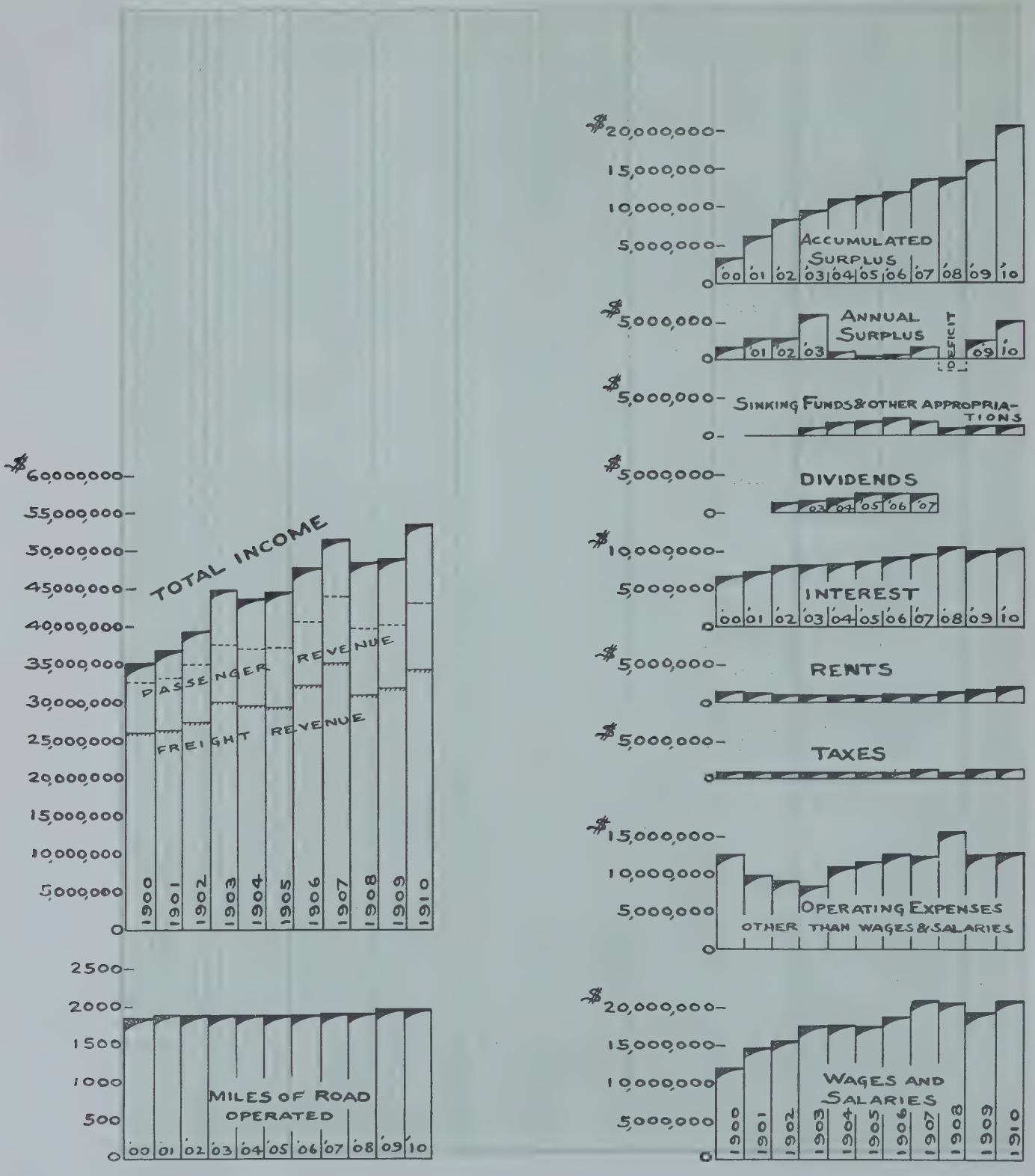


TOTAL INCOME STATISTICS - 1900-1910.
THE LAKE SHORE AND MICHIGAN SOUTHERN R.R. CO.
SERIES A - PLATE 3.

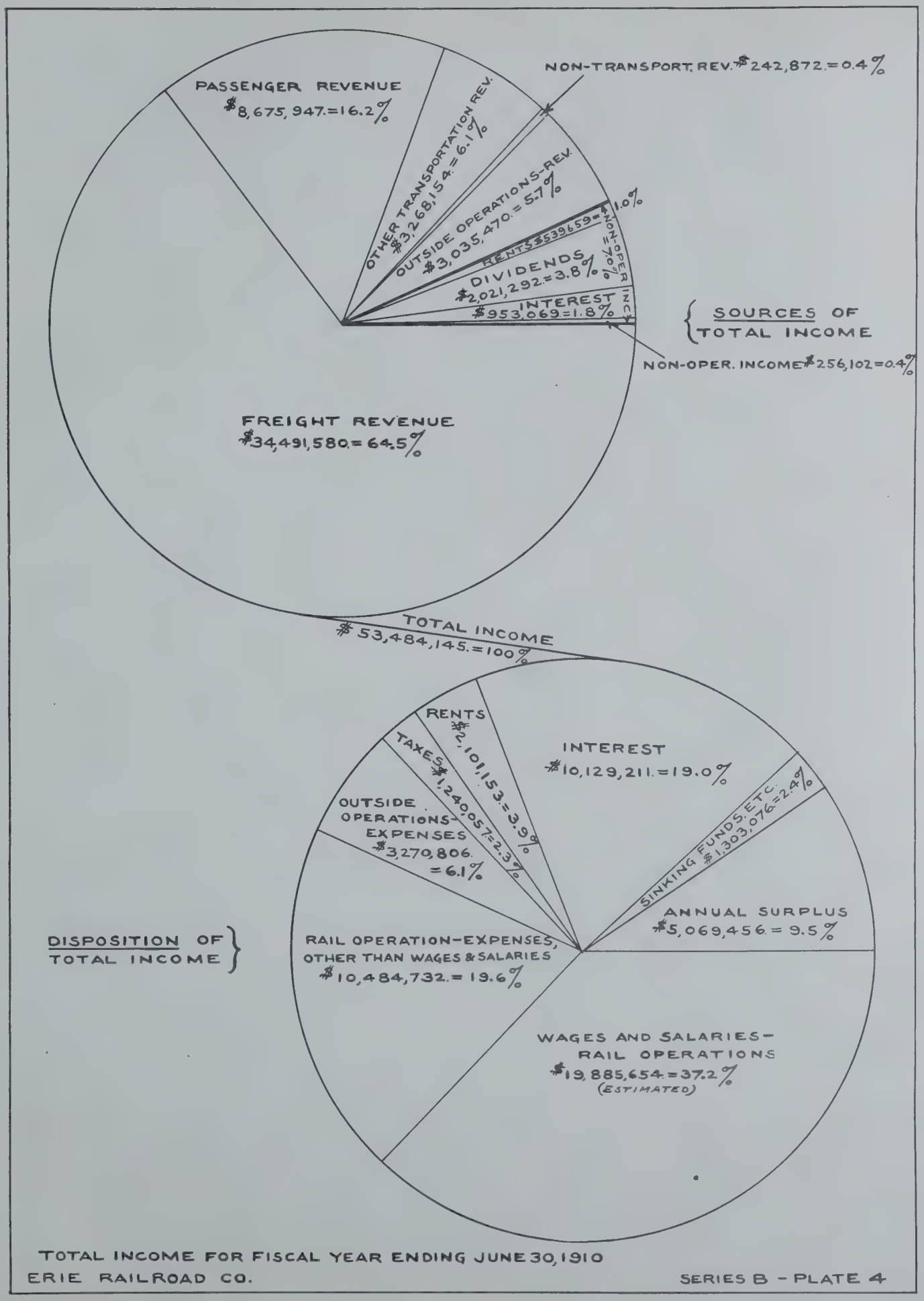


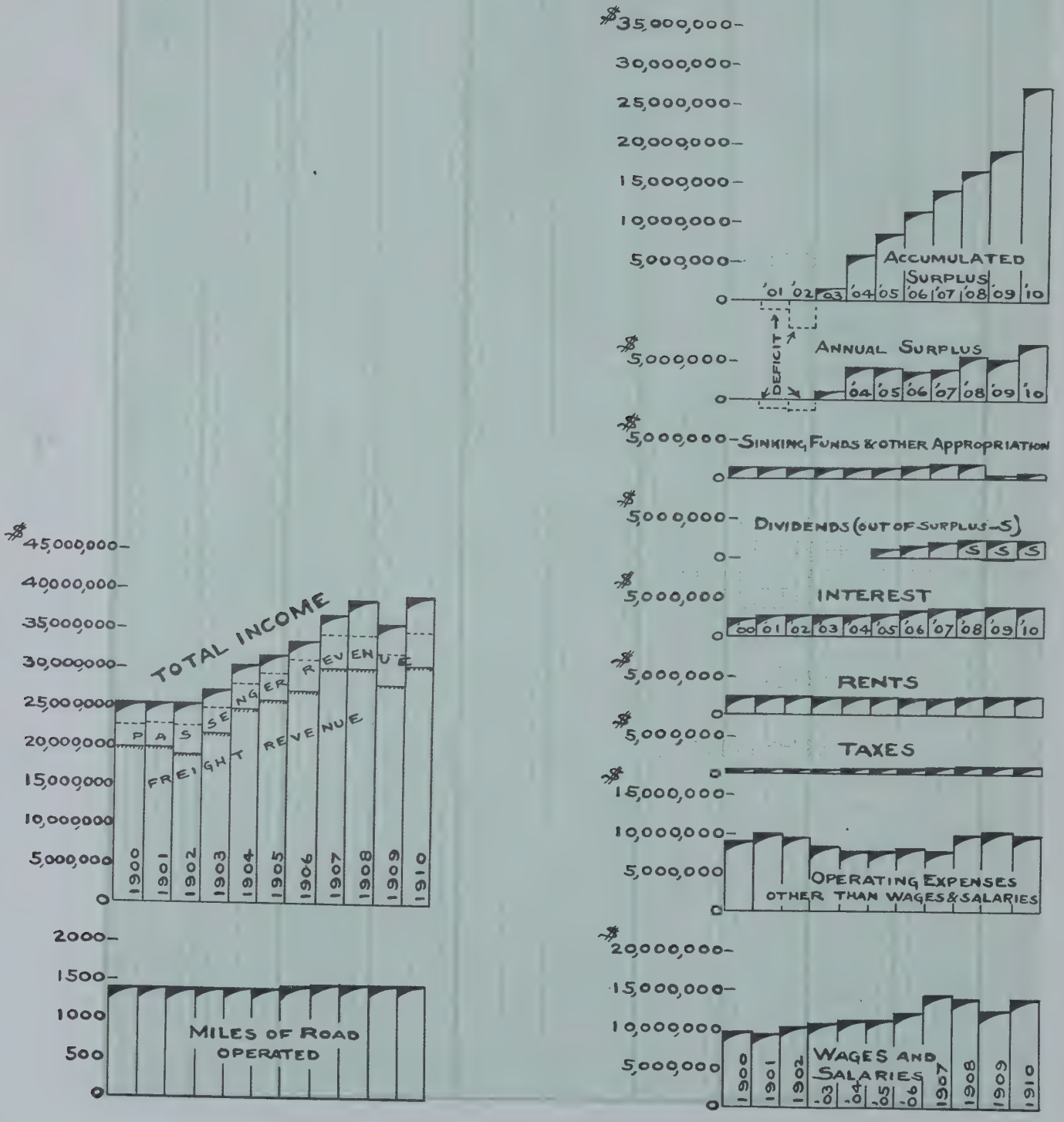
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910.

THE LAKE SHORE AND MICHIGAN SOUTHERN RY. CO. SERIES B - PLATE 3

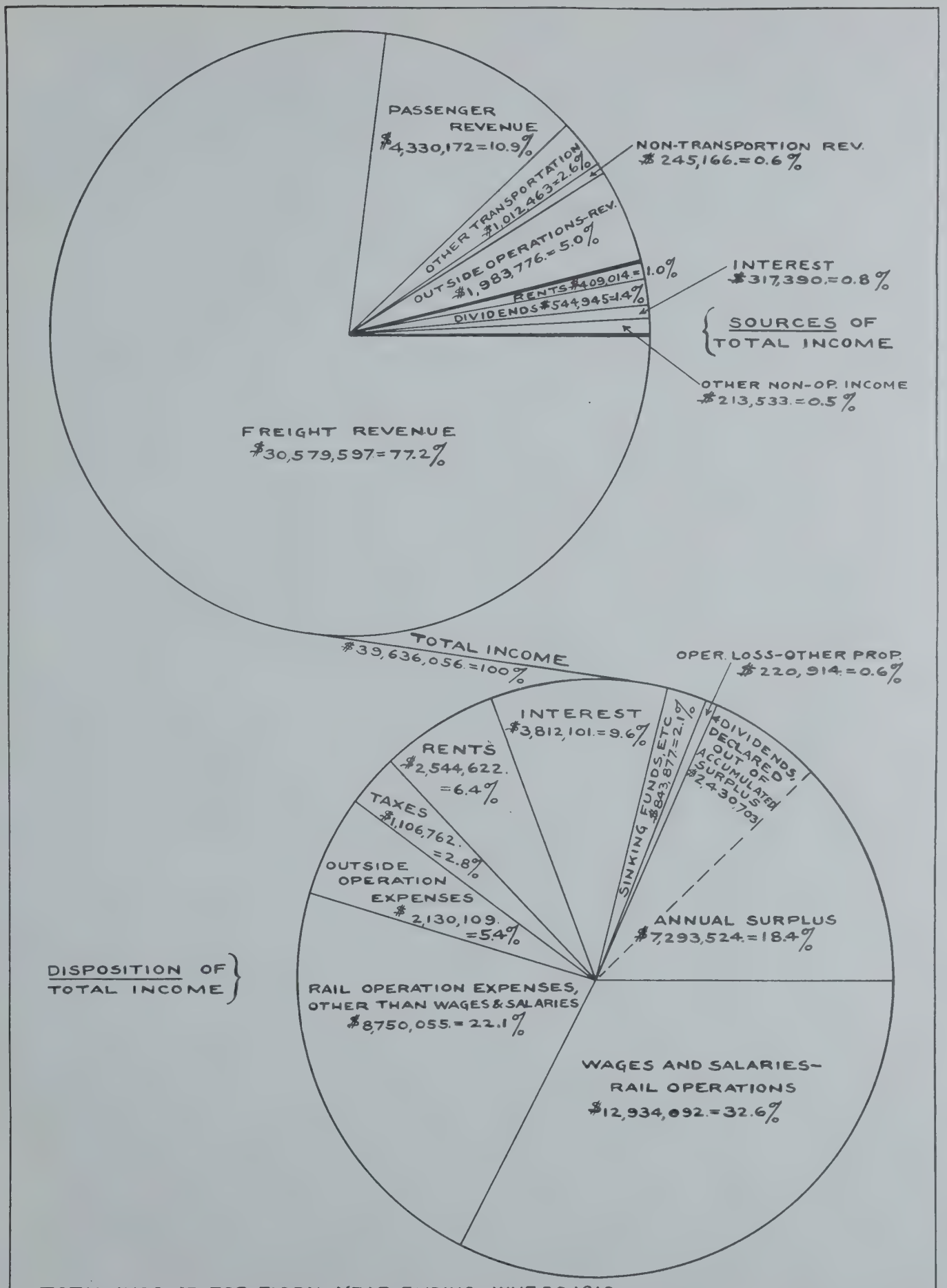


TOTAL INCOME STATISTICS-1900-1910.
ERIE RAILROAD CO.
SERIES A-PLATE 4.


PASSENGER REVENUE
$8,675,947.=16.2%
FREIGHT REVENUE
$34,491,580.=64.5%
OTHER TRANSPORTATION REV.
$3,268,154.=6.1%
NON-TRANSPORT. REV. $242,872.=0.4%
OUTSIDE OPERATIONS-REV.
$3,035,470.=5.7%
RENTS $539,659=1.0%
NON-OPER. INC. =1.0%
DIVIDENDS
$2,021,292.=3.8%
INTEREST
$953,069.=1.8%
NON-OPER. INCOME $256,102=0.4%
SOURCES OF TOTAL INCOME
TOTAL INCOME
$53,484,145.=100%
RENTS
$2,101,153.=3.9%
TAXES $1,240,057=2.3%
OUTSIDE OPERATIONS-EXPENSES
$3,270,806.
=6.1%
INTEREST
$10,129,211.=19.0%
SINKING FUNDS, ETC.
$1,303,076=2.4%
ANNUAL SURPLUS
$5,069,456.=9.5%
RAIL OPERATION-EXPENSES, OTHER THAN WAGES & SALARIES
$10,484,732.=19.6%
WAGES AND SALARIES-RAIL OPERATIONS
$19,885,654.=37.2%
(ESTIMATED)
DISPOSITION OF TOTAL INCOME
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910
ERIE RAILROAD CO.
SERIES B - PLATE 4



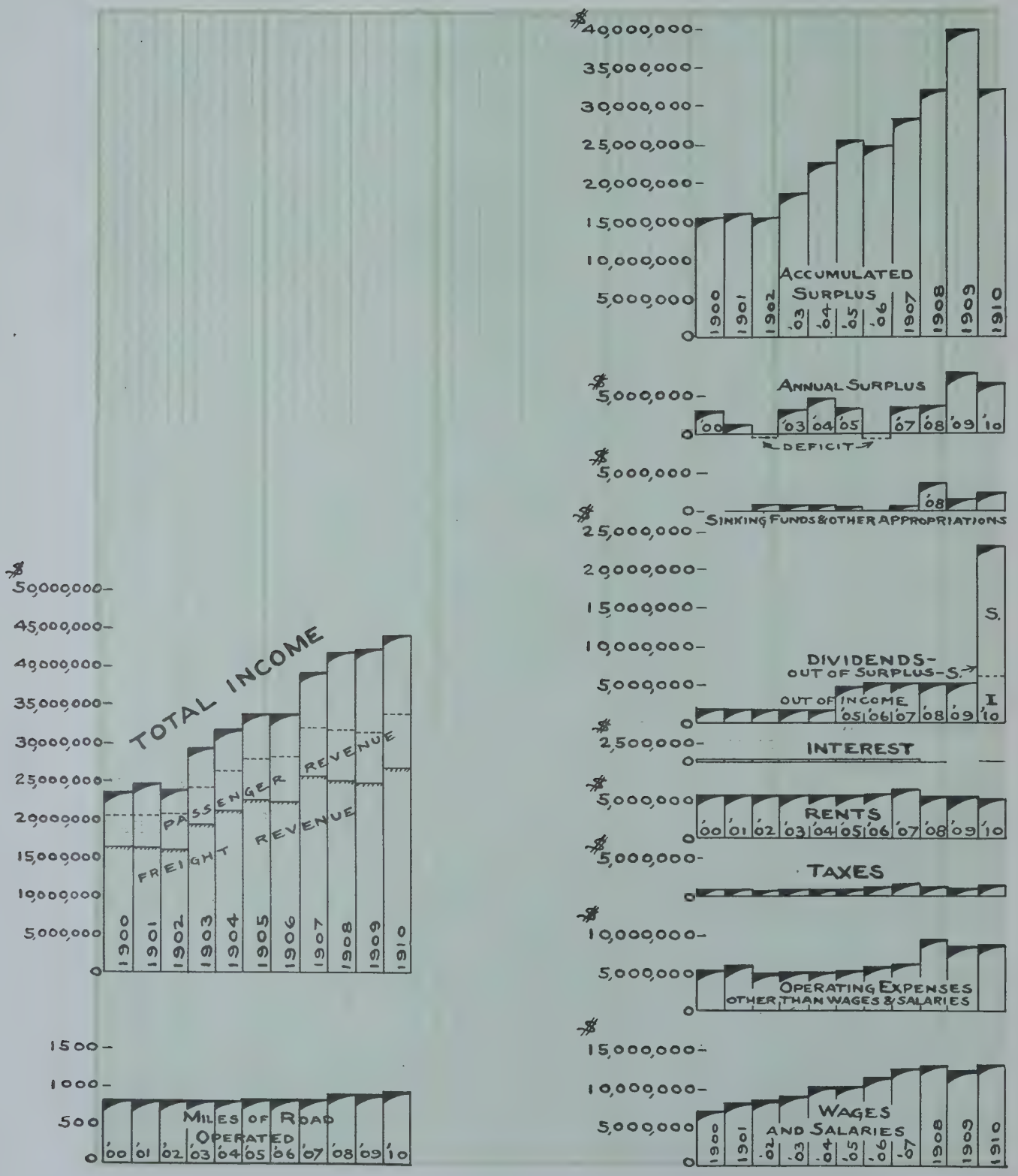
TOTAL INCOME STATISTICS—1900-1910
LEHIGH VALLEY RAILROAD CO.
SERIES A—PLATE 5.



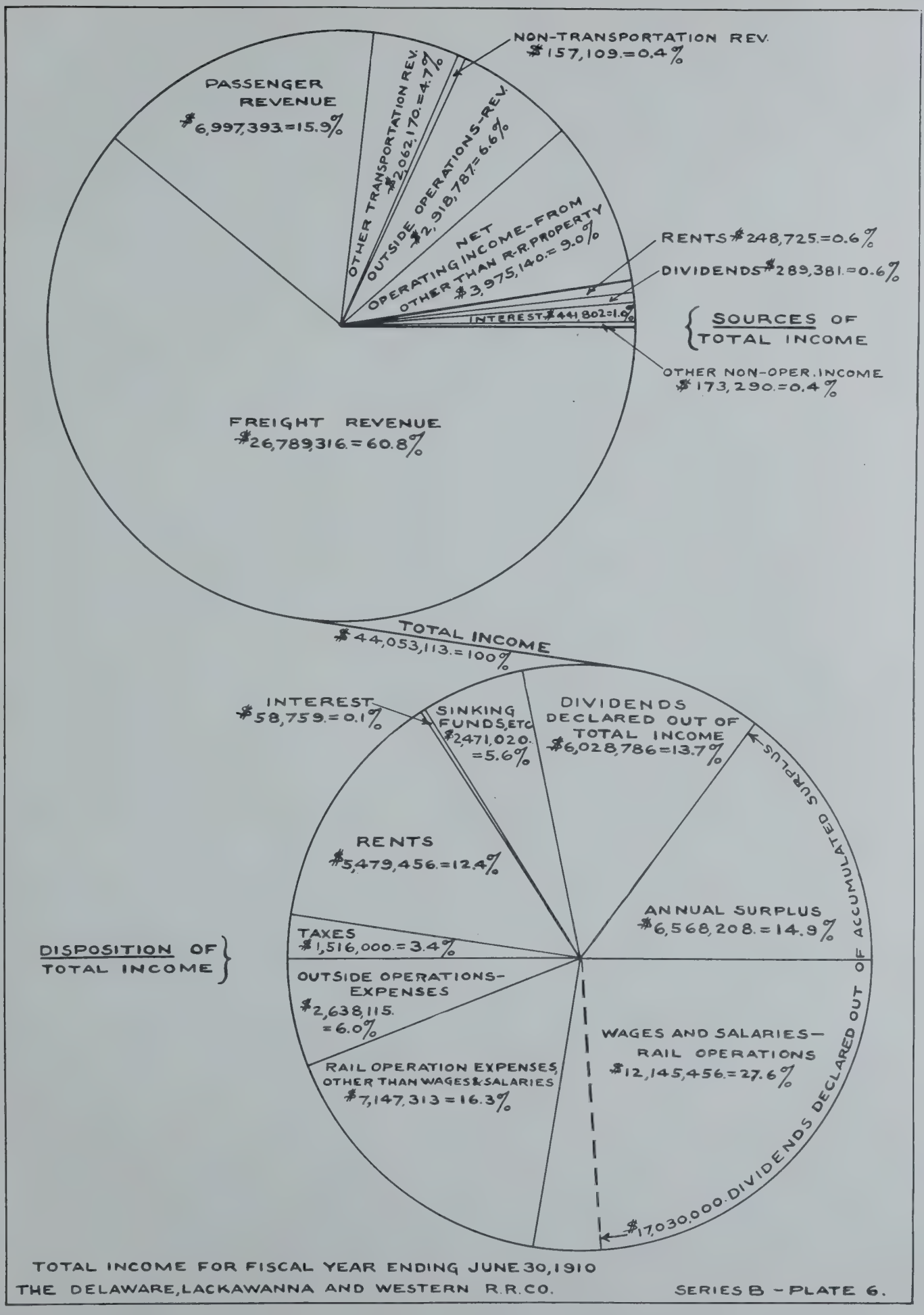
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910

LEHIGH VALLEY R.R. CO.

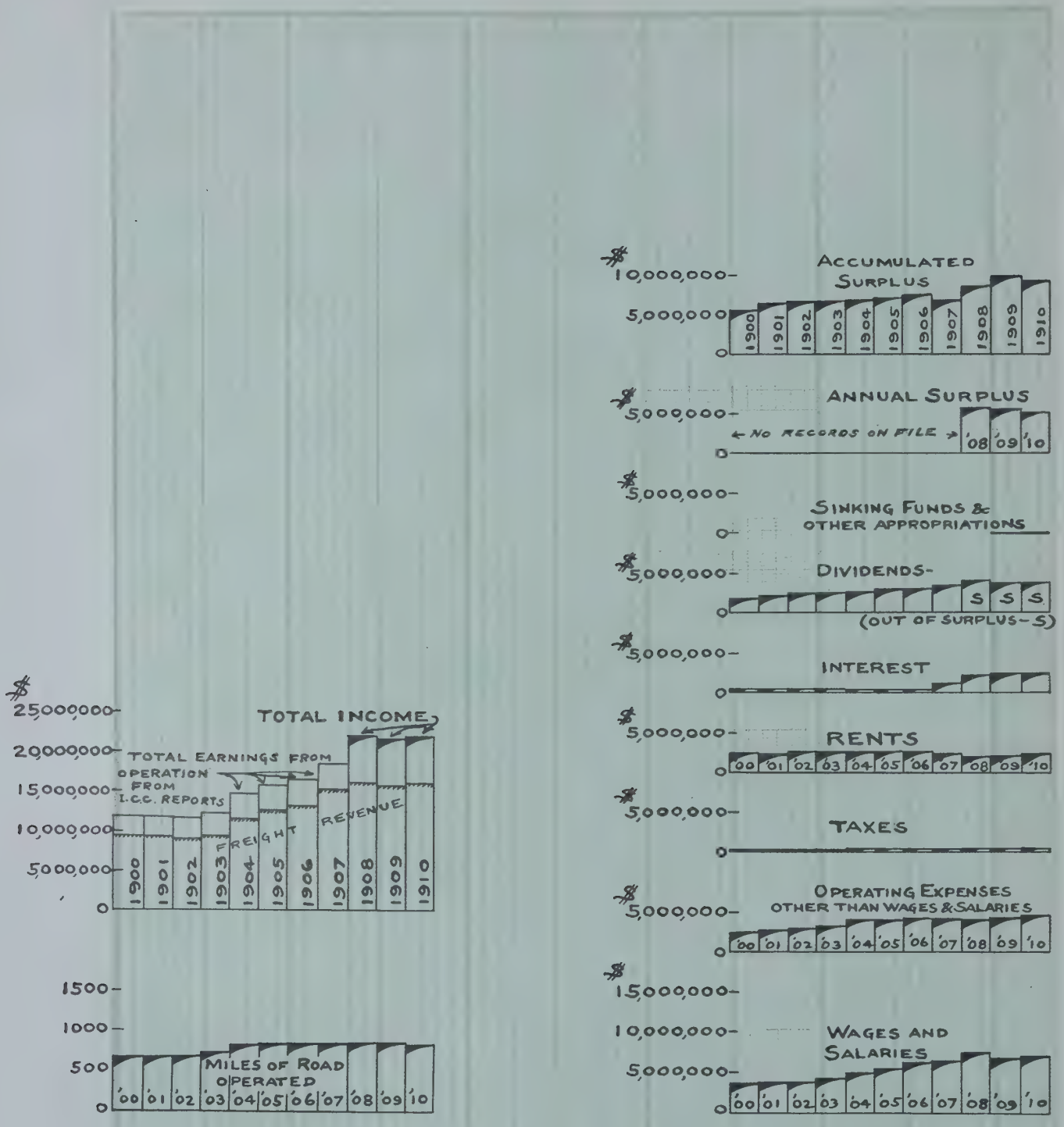
SERIES B – PLATE 5



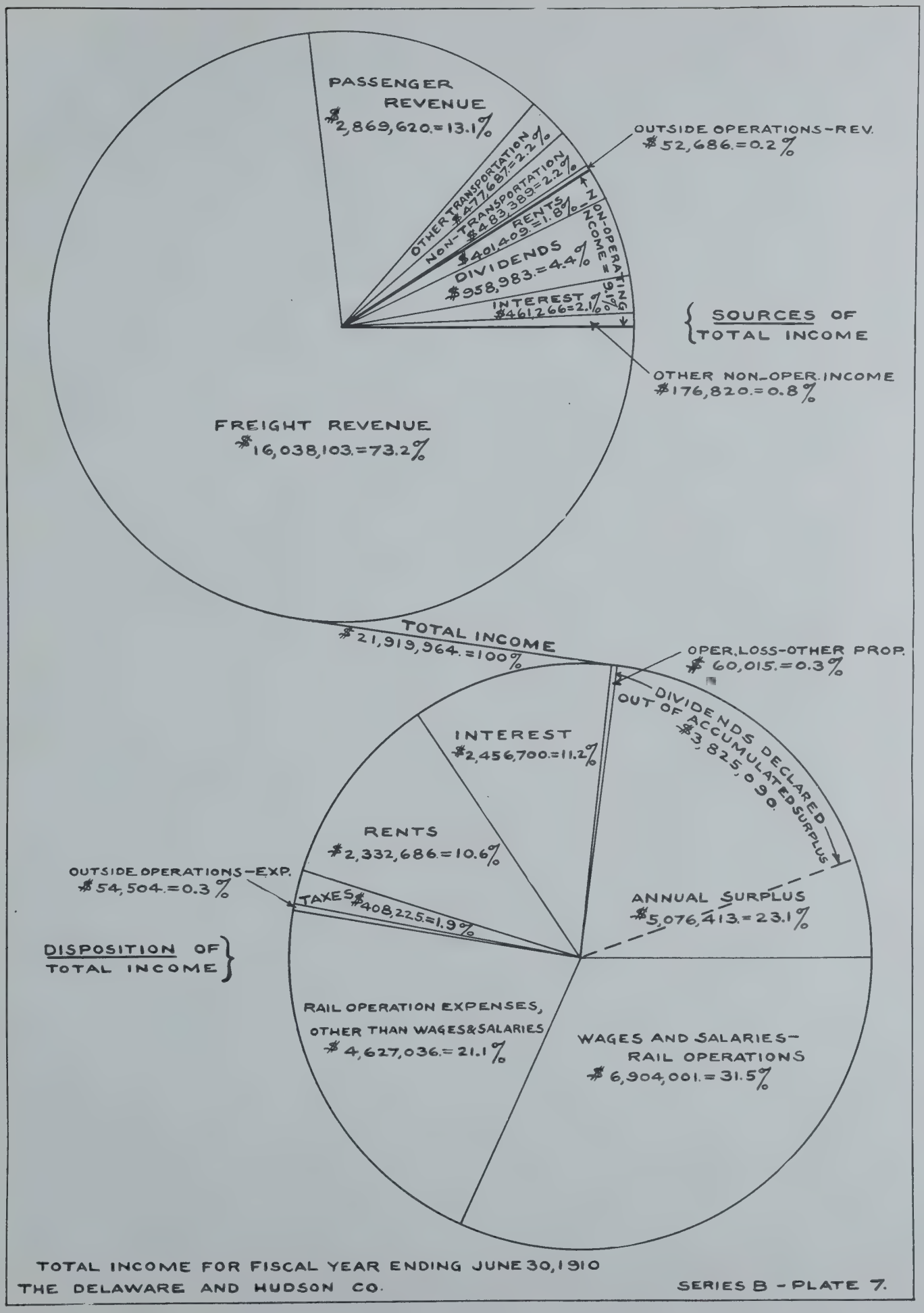
TOTAL INCOME STATISTICS-1900-1910.
THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO.
SERIES A - PLATE 6.

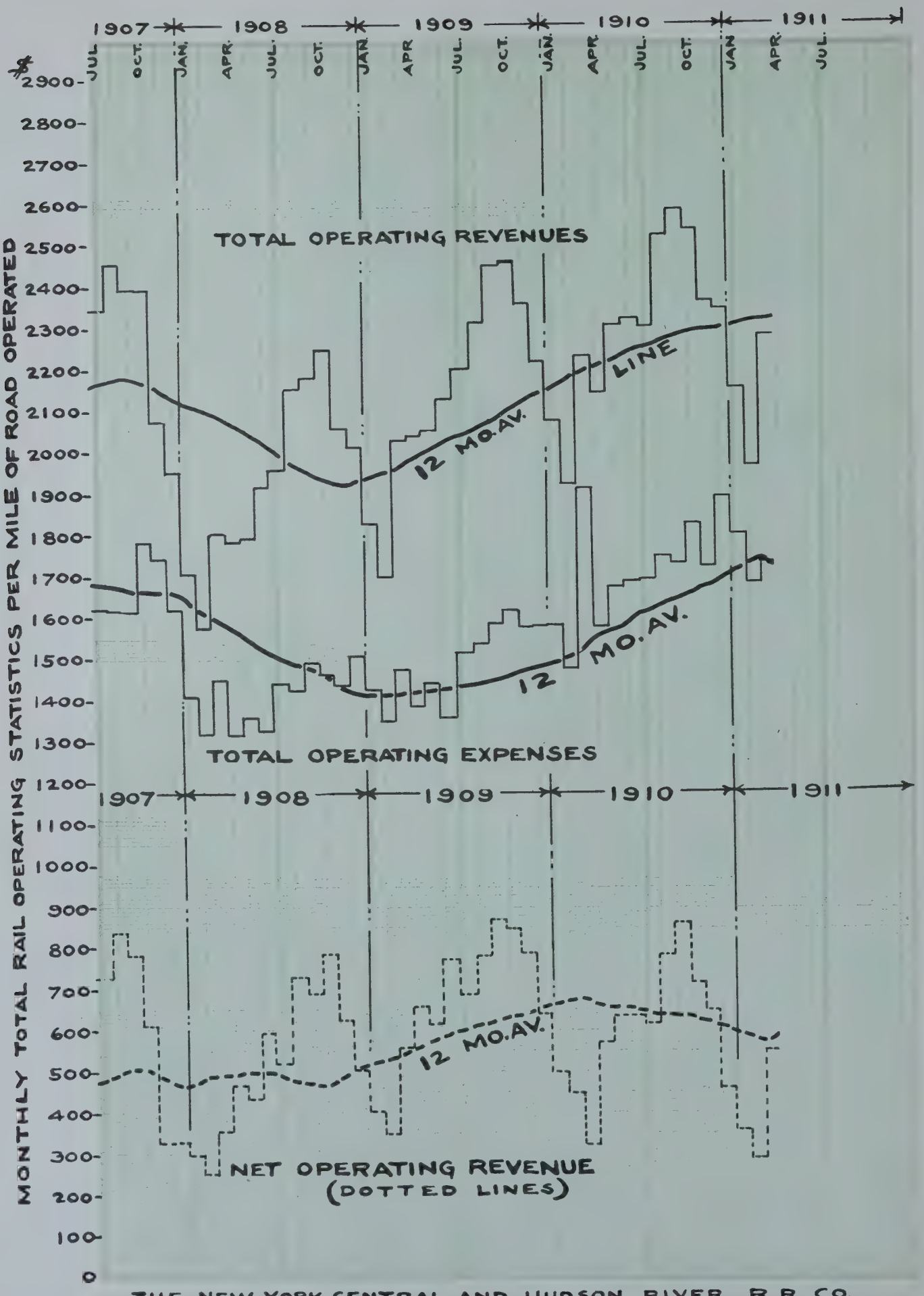


TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910
THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO. SERIES B - PLATE 6.

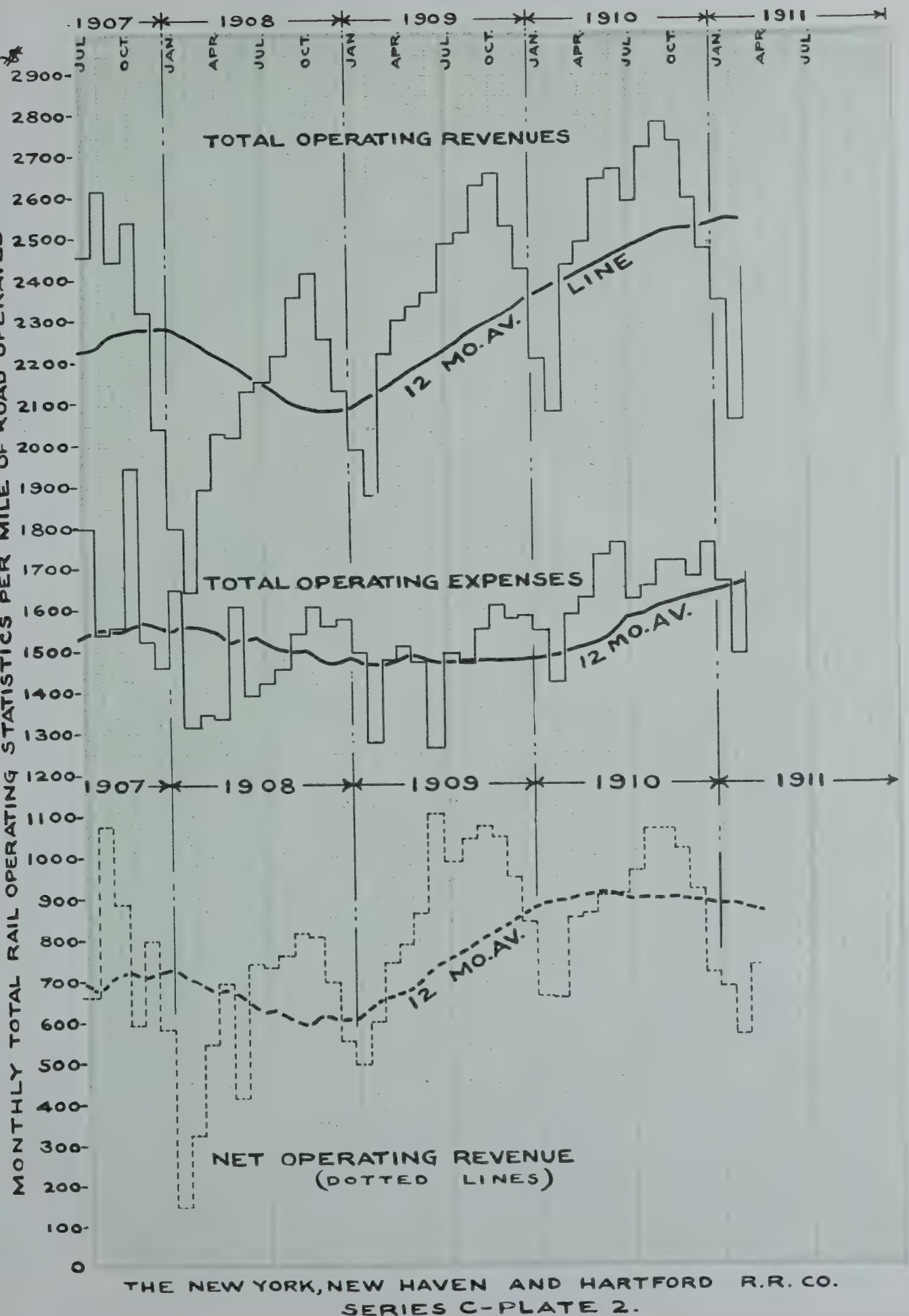


TOTAL INCOME STATISTICS-1900-1910.
THE DELAWARE AND HUDSON CO.
SERIES A-PLATE 7.

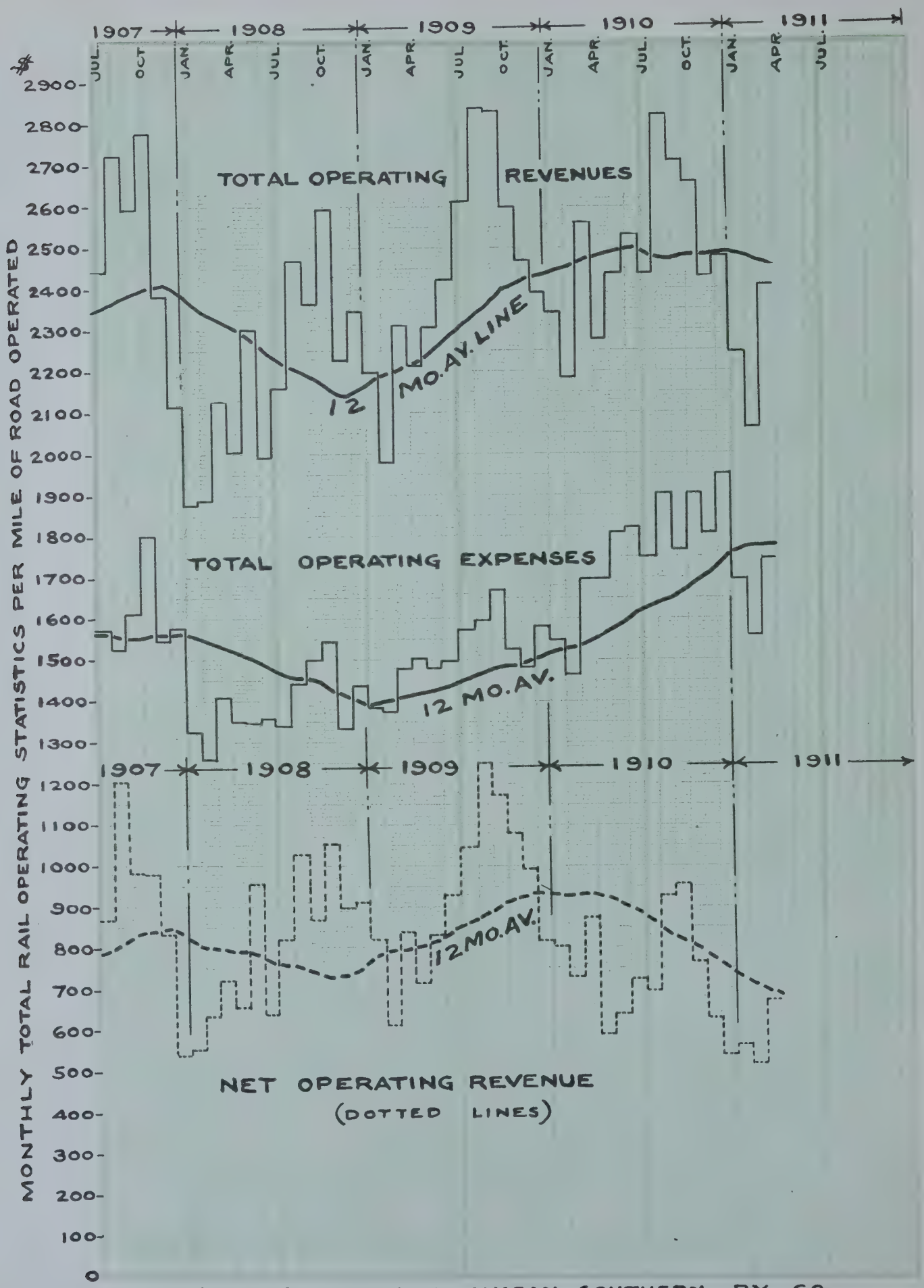

PASSENGER REVENUE
$2,869,620.=13.1%
OUTSIDE OPERATIONS-REV.
$52,686.=0.2%
OTHER TRANSPORTATION
$477,687.=2.2%
NON-TRANSPORTATION
$483,389.=2.2%
RENTS
$401,409.=1.8%
NON-OPERATING INCOME=9.1%
DIVIDENDS
$958,983.=4.4%
INTEREST
$461,266=2.1%
SOURCES OF TOTAL INCOME
OTHER NON-OPER. INCOME
$176,820.=0.8%
FREIGHT REVENUE
$16,038,103.=73.2%
TOTAL INCOME
$21,919,964.=100%
OPER. LOSS-OTHER PROP.
$60,015.=0.3%
DIVIDENDS DECLARED OUT OF ACCUMULATED SURPLUS
$3,825,090.
INTEREST
$2,456,700.=11.2%
RENTS
$2,332,686.=10.6%
OUTSIDE OPERATIONS-EXP.
$54,504.=0.3%
TAXES $408,225=1.9%
ANNUAL SURPLUS
$5,076,413.=23.1%
DISPOSITION OF TOTAL INCOME
RAIL OPERATION EXPENSES, OTHER THAN WAGES & SALARIES
$4,627,036.=21.1%
WAGES AND SALARIES-RAIL OPERATIONS
$6,904,001.=31.5%
TOTAL INCOME FOR FISCAL YEAR ENDING JUNE 30, 1910
THE DELAWARE AND HUDSON CO.
SERIES B - PLATE 7.



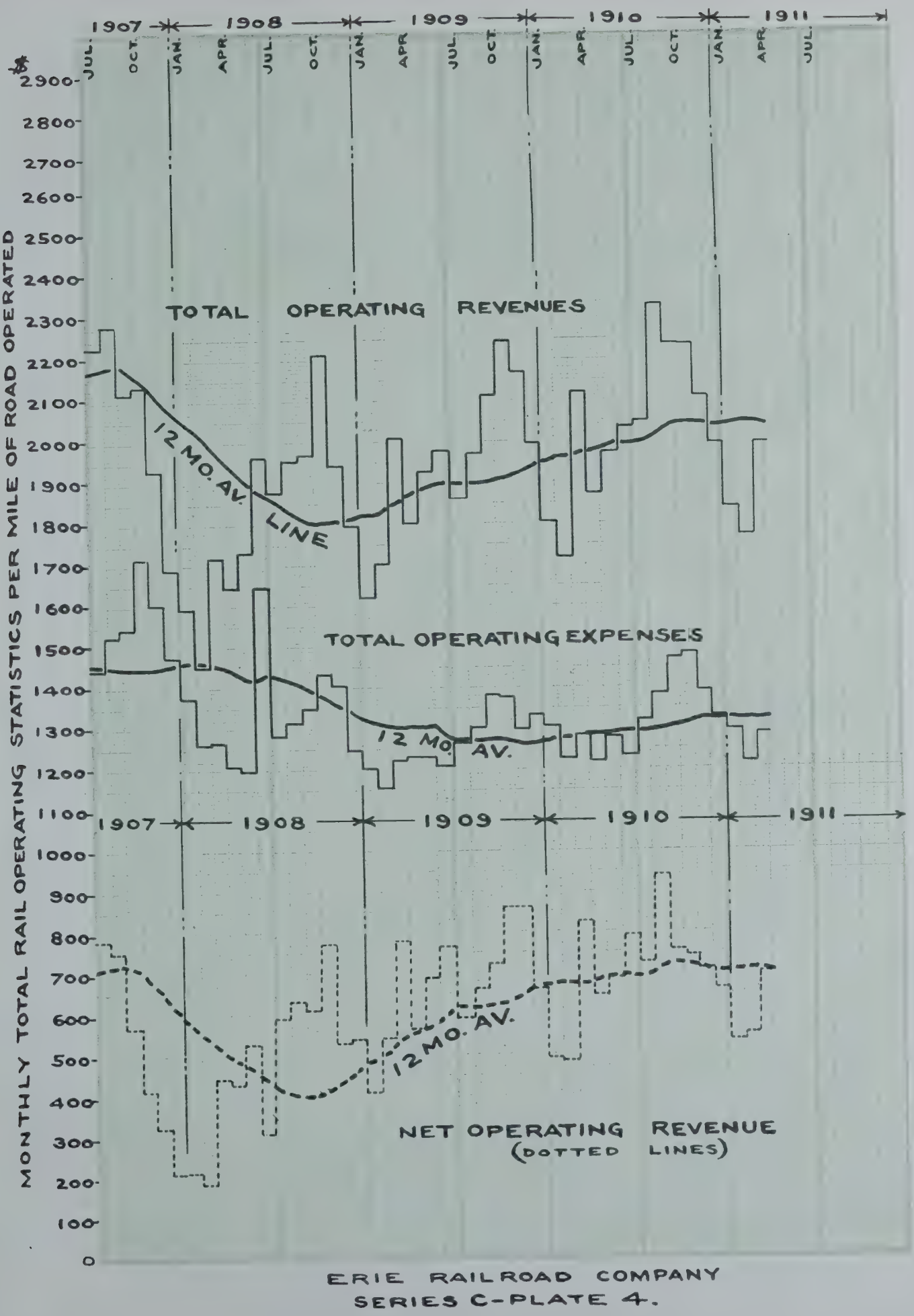
THE NEW YORK CENTRAL AND HUDSON RIVER R.R. CO.
SERIES C-PLATE 1.



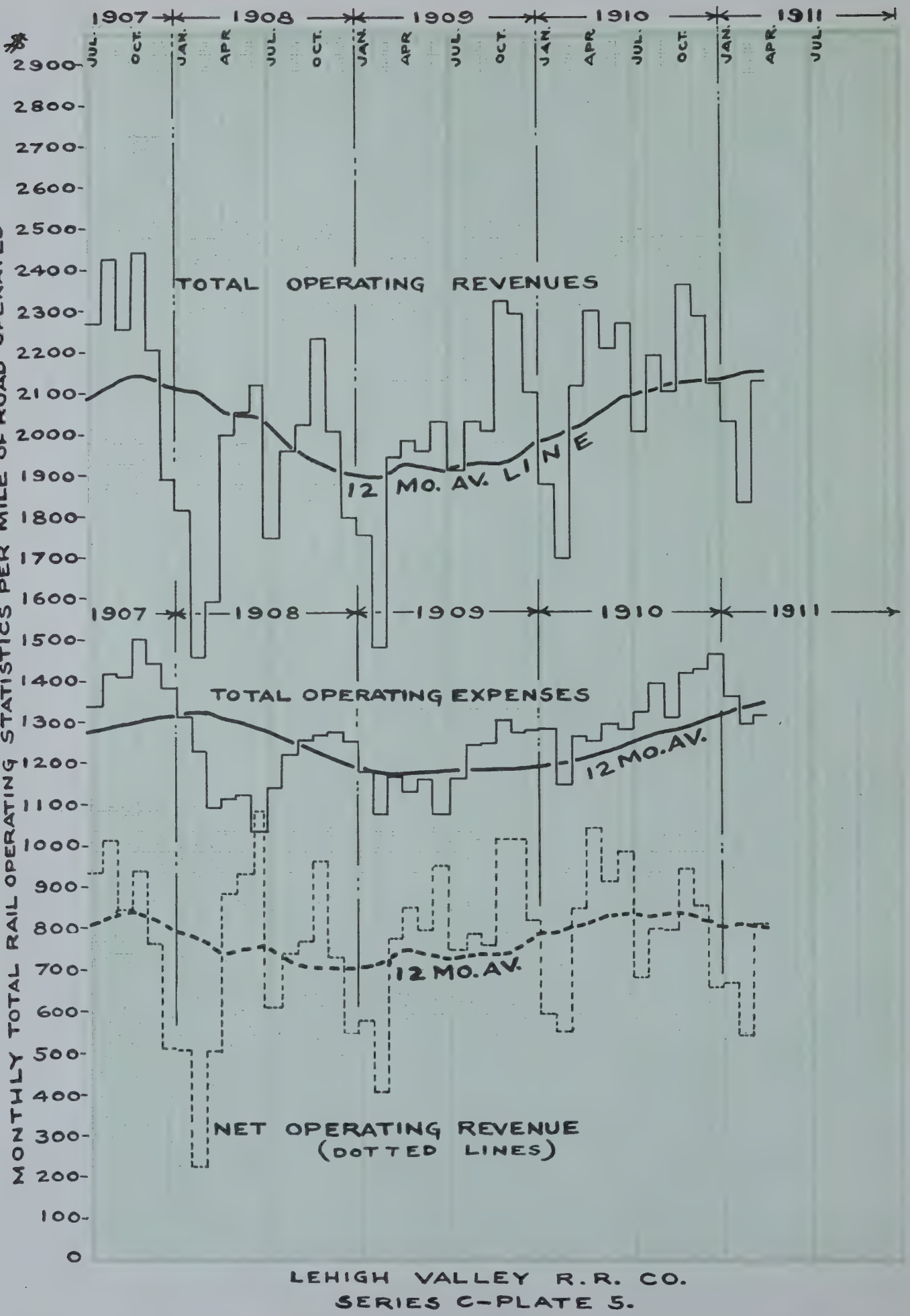
THE NEW YORK, NEW HAVEN AND HARTFORD R.R. CO.
SERIES C-PLATE 2.



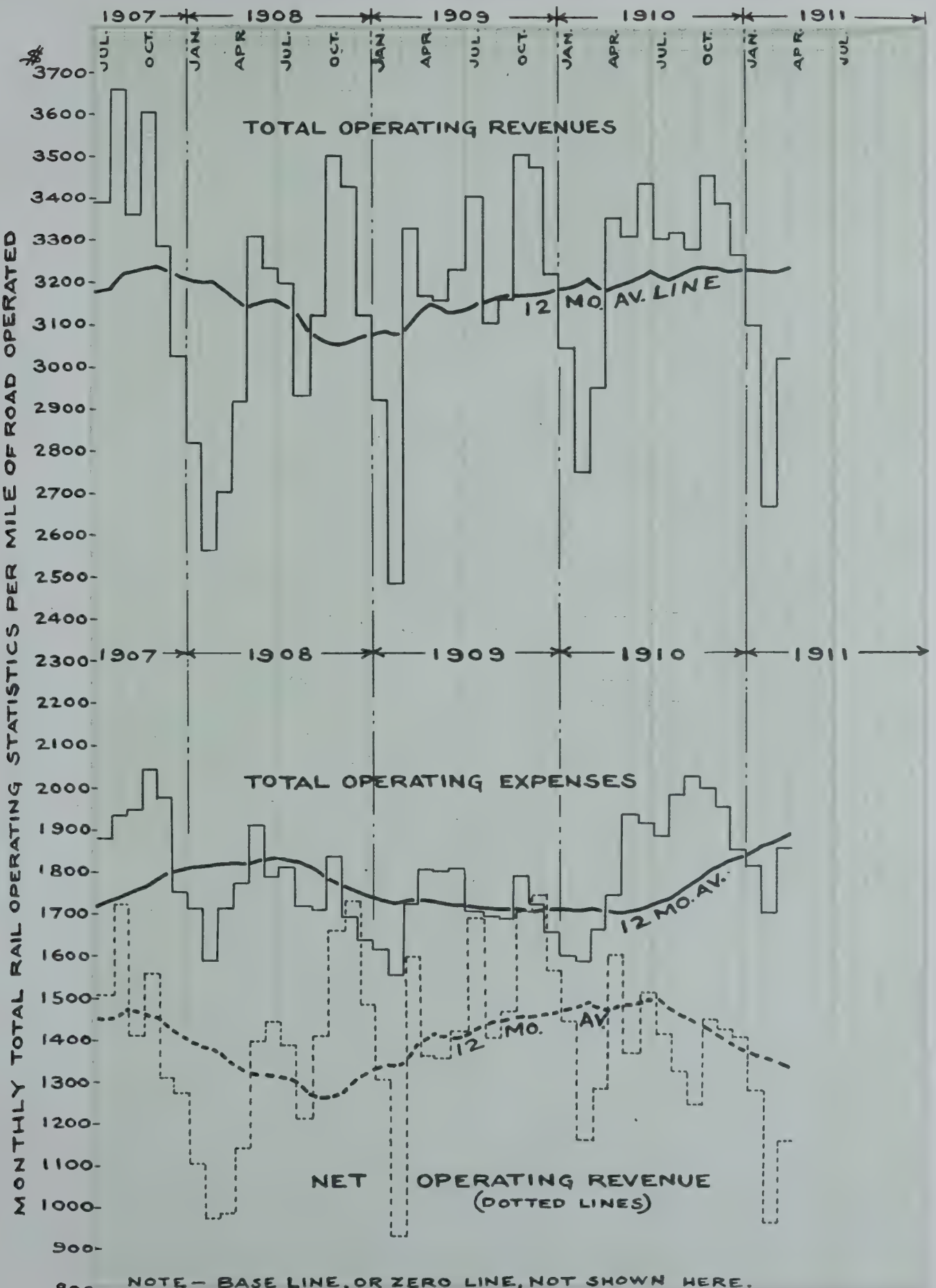
THE LAKE SHORE AND MICHIGAN SOUTHERN RY. CO.
SERIES C-PLATE 3.



ERIE RAILROAD COMPANY
SERIES C-PLATE 4.

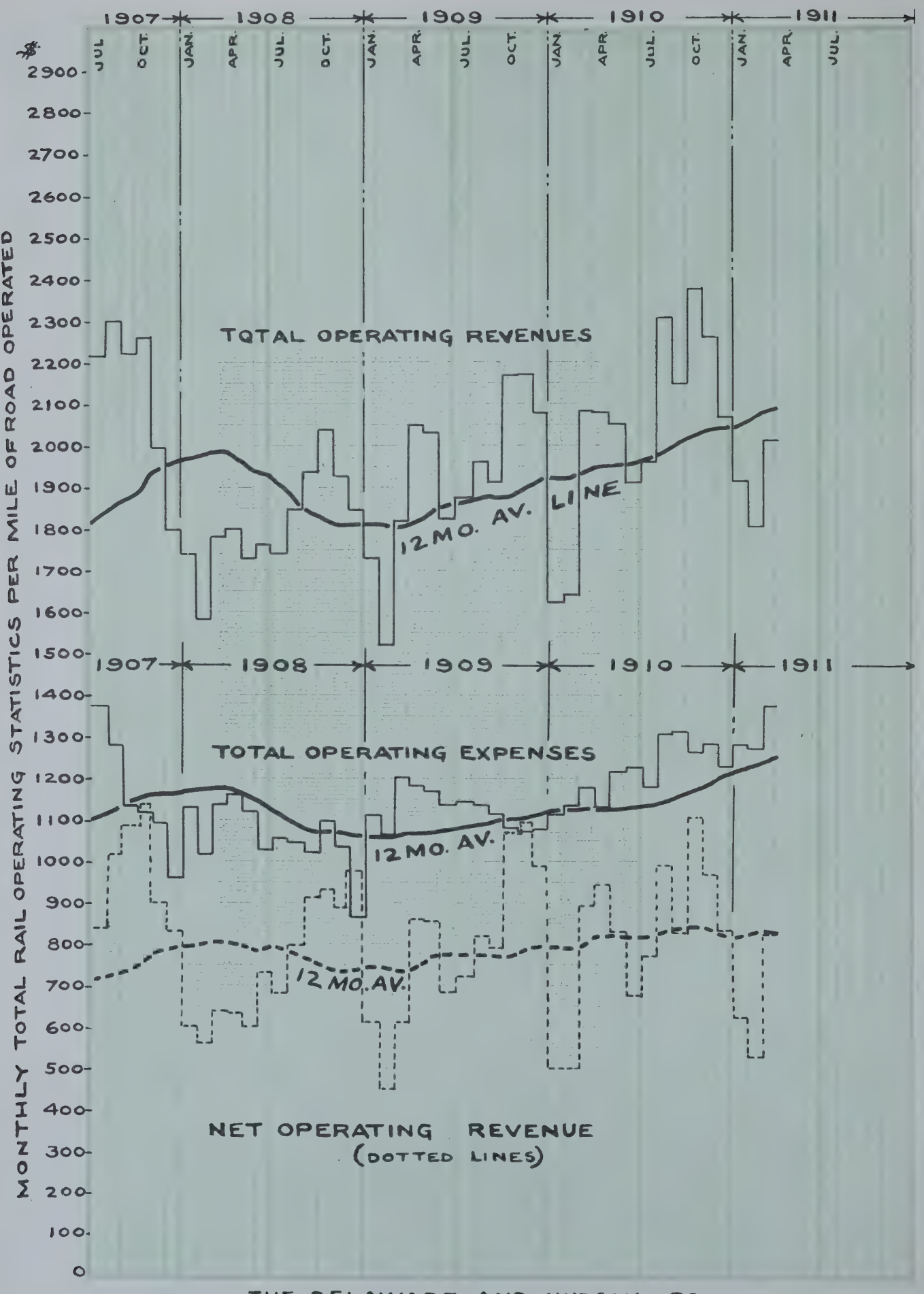


LEHIGH VALLEY R.R. CO.
SERIES C—PLATE 5.



NOTE— BASE LINE, OR ZERO LINE, NOT SHOWN HERE.

THE DELAWARE, LACKAWANNA AND WESTERN R.R.CO.
SERIES C-PLATE 6.



THE DELAWARE AND HUDSON CO.
SERIES C-PLATE 7.

ELECTRIC RAILROAD CORPORATIONS

STATEMENT GIVING THE ORGANIZATION OF ELECTRIC RAILROAD CORPORATIONS OPERATING WITHIN THE STATE OF NEW YORK JUNE 30, 1910, WITH MILEAGE AS REPORTED TO THE COMMISSION

ELECTRIC RAILROAD CORPORATIONS

Under the Jurisdiction of the Public Service Commission, Second District, Giving Dates of Incorporation, Reorganization, Consolidation, and Change of Name, with Location of Lines and Track Mileage, Including Trackage Rights, Within the State of New York

[In alphabetic order, disregarding the word "The" when part of title.]

The Adirondack Lakes' Traction Company

Organization: Incorporated May 22, 1903, as a reorganization of Mountain Lake Electric Railroad Company, incorporated March 11, 1896, under the railroad law.

Location of line: Extends from Gloversville to Mountain Lake, 4.35 miles single track, of which 3.61 miles are on private right of way.

Total mileage: operated, proprietary, 4.35.

Albany Southern Railroad Company

Organization: Incorporated September 14, 1909, as a reorganization of Albany and Hudson Railroad Company, incorporated March 12, 1903, in turn a reorganization of Albany and Hudson Railway and Power Company, incorporated August 5, 1899, to operate a steam surface railroad.

October 13, 1899, Hudson Light and Power and Railroad Company, incorporated November 26, 1888, as Hudson Light and Power Company (a consolidation of The Hudson Electric Light Company, incorporated March 1, 1888, and the Hudson Gas Company, incorporated February 23, 1853); amended certificate filed June 10, 1899, under section 21 of the railroad law, changing name to Hudson Light and Power and Railroad Company as above, and Greenbush and Nassau Electric Railway, incorporated March 10, 1897, were merged with Albany and Hudson Railway and Power Company.

The directors and stockholders of Hudson Street Railway Company, incorporated April 22, 1897, as a reorganization of Hudson Electric Railway Company, incorporated April 24, 1888, assented June 10, 1899, to a transfer of its property and franchises to Hudson Light and Power and Railroad Company.

October 7, 1902, Rensselaer Lighting Company, incorporated November 27, 1899, under the transportation corporations law, was merged with Albany and Hudson Railway and Power Company.

Albany and Greenbush Bridge Company, incorporated by a special act of the Legislature of the State of New York passed April 18, 1872 (chap. 269), as amended by an act passed May 2, 1895 (chap. 502), and an act passed April 20, 1906 (chap. 290), was merged with Albany Southern Railroad Company September 18, 1909.

October 7, 1909, the Commission consented to the transfer of the works, plant, and property of The East Albany Gas Light Company, incorporated March 18, 1871, under the general manufacturing act, to Albany Southern Railroad Company.

Location of line: Extends from the city of Rensselaer (trackage to State street and Broadway, Albany) to 7th and Diamond streets, Hudson; also Boston and Albany Railroad bridge and Cemetery to New York Central and Hudson River Railroad depot, Hudson.

Main line: Rensselaer to 7th and Diamond streets, Hudson, 35 miles first track, 16.12 miles second track; of the first track, 34.20 miles, and all of the second track, are on private right of way.

Hudson local; Boston and Albany Railroad bridge and Cemetery to New York Central and Hudson River Railroad depot, Hudson, 2 miles single track.

Trackage: Aiken avenue, Rensselaer, to State street and Broadway, Albany (United Traction Company), 1.10 miles single track.

Total mileage: operated, proprietary, 37; trackage, 1.10: 38.10.

Auburn and Northern Electric Railroad Company

Organization: Incorporated September 14, 1904, under the railroad law of New York.

Location of line: Extends in various directions in the city of Auburn over proprietary line and by trackage rights, and to Port Byron.

State and Seymour streets, Auburn, to Port Byron, 7.60 miles single track, 6.23 miles on private right of way.

State and Dill streets to Water and North streets, Auburn, 0.14 mile single track.

State and Clark streets to Lehigh Valley railroad, Auburn, 0.88 mile single track.

State and Genesee streets to Washington and Genesee streets, Auburn, 0.42 mile single track.

Classified by geographical divisions, the above lines are divided as follows:

City of Auburn, 2.65 miles single track, of which 0.11 mile is on private right of way.

County of Cayuga, 6.39 miles single track, of which 6.12 miles are on private right of way.

Trackage: North and Genesee streets to North and Water streets, Auburn (Auburn and Syracuse Electric Railroad Company), 0.06 mile single track;

State and Seymour streets to Genesee and North streets, Auburn (Auburn and Syracuse Electric Railroad Company), 0.60 mile single track.

Total mileage: operated, proprietary, 9.04; trackage, 0.66: 9.70.

Auburn and Syracuse Electric Railroad Company

Organization: Incorporated September 30, 1902, as a consolidation of Auburn City Railway Company and Auburn Inter-Urban Electric Railroad Company.

Auburn City Railway Company was incorporated June 12, 1886, as a consolidation under the authority of a special act of the Legislature of New York passed April 21, 1886 (chap. 163), of East Genesee Street and Seward Avenue Railway, incorporated under a special act of the Legislature of the State of New York passed April 15, 1871 (chap. 527), amended by acts passed June 12, 1873 (chap. 743),

and June 2, 1879 (chap. 444), and The Auburn and Owasco Lake Railway, incorporated under the name of The Auburn and Owasco Lake Railroad Company by a special act of the Legislature of New York passed April 15, 1871 (chap. 528), amended by act passed April 19, 1872 (chap. 292). A special act passed May 12, 1885 (chap. 265), authorized the filing of an amended certificate changing the name to The Auburn and Owasco Lake Railway, which amended certificate was filed June 2, 1885, a prior certificate on reorganization of The Auburn and Owasco Lake Railroad Company having been filed May 8, 1880, under the same name, viz., The Auburn and Owasco Lake Railway.

Auburn Inter-Urban Electric Railroad Company (above) was incorporated August 5, 1895, under the railroad law of New York.

Location of line: Extends in several directions in the city of Auburn and through the counties of Cayuga and Onondaga, via Skaneateles and Marcellus, to Syracuse (trackage to common center).

Auburn and Syracuse Electric Railroad, Genesee and Fulton streets, Auburn, to Syracuse city line, 23.91 miles first track, 16.27 miles second track; of the first track, 14.60 miles, and of the second track, 15.20 miles, are on private right of way.

Sixth Ward line, Genesee and North streets to Franklin street, 1.62 miles single track.

East and West Genesee Street line, Seward avenue to Lehigh Valley railroad, 2.26 miles first track, 1.17 miles second track.

Second Ward line, Genesee and South streets to Owasco Lake Park, 2.80 miles single track, of which 1.32 miles are on private right of way.

Fourth and Seventh Ward line, Genesee and State streets to west city line and Aurelius street, 1.89 miles single track.

Owasco Street line, Genesee and Owasco streets to Owasco Lake Park, 3.12 miles single track, of which 0.60 mile is on private right of way.

Classified by geographical divisions, the above lines are divided as follows:

City of Auburn, 9.81 miles first track, 1.17 miles second track, of which 0.60 mile of first track is on private right of way.

County of Cayuga, 7.39 miles single track, of which 1.32 miles are on private right of way.

County of Onondaga, 18.40 miles first track, 16.27 miles second track; of the first track, 14.60 miles, and of the second track, 15.20 miles, are on private right of way.

Trackage: Auburn and Northern Electric railroad, Clark Street line, State and Clark streets to Lehigh Valley depot, 0.88 mile single track; Auburn and Northern Electric railroad, Dill and Water streets, State and Dill streets to Water and North streets, 0.14 mile single track; Auburn and Northern Electric railroad, Genesee street, State and Genesee to Washington and Genesee, 0.42 mile single track; Auburn and Northern Electric railroad, State street, State and Seymour streets to State and York streets, 0.90 mile single track; Syracuse Rapid Transit railway, Syracuse city line to common center, 2.80 miles double track.

Total mileage: operated, proprietary, 35.60; trackage, 5.14: 40.74.

Babylon Railroad Company

Organization: Incorporated by special act of the Legislature of the State of New York passed April 15, 1871 (chap. 517), as amended by special act passed April 11, 1905 (chap. 174).

Location of line: Extends from Babylon Railroad station to Steamboat dock, 3.07 miles first track, 0.06 mile second track; of the first track, 1.48 miles are on private right of way.

Total mileage: operated, proprietary, 3.07.

Note: Figures are taken from the last report (1909) of Babylon Railroad Company.

Binghamton Railway Company

Organization: Incorporated December 6, 1901, under the railroad law of New York, as a consolidation of Binghamton, Lestershire and Union Railroad Company, incorporated October 18, 1894, under the railroad law of New York, and Binghamton Railroad Company, incorporated August 22, 1892, as a consolidation of Binghamton Street Railroad Company (incorporated March 24, 1890, as a consolidation in turn of Washington Street, Asylum and Park Railroad Company, itself a consolidation October 4, 1887, of The Washington Street and State Asylum Railroad Company, incorporated October 24, 1871, under the general railroad act, and Park Avenue Railroad Company, incorporated under the same act May 6, 1882, together forming Washington Street, Asylum and Park Railroad Company, as above. The Binghamton Central Railroad Company, also incorporated under the same act March 1, 1883, and City Railway Company, incorporated December 22, 1883, under the same act) and Binghamton and Port Dickinson Railroad Company, incorporated by special act of the Legislature of New York passed May 1, 1868 (chap. 501).

With the Binghamton Railroad Company, May 1, 1894, the following companies were consolidated: viz., Court Street and East End Railroad Company, incorporated March 23, 1886, under the street surface railroad act of 1884, and The West Side Street Railway Company of the City of Binghamton, N. Y., incorporated September 24, 1887, under the same act.

Location of line: Extends in various directions in the city of Binghamton, and from the city line on Main street to Union, on Floral avenue to Catholic cemetery, and on Chenango street to Port Dickinson. (Measurements in part estimated.)

City of Binghamton, various city lines, 21.13 miles first track, 6.72 miles second track, of which first track 1.30 miles are on private right of way.

Corporation line on Main street to Union, 7.54 miles first track, 3.71 miles second track, of which first and second track 2.10 miles are on private right of way.

Corporation line, Floral avenue to Catholic cemetery, 1.40 miles single track.

Corporation line, Chenango street to Port Dickinson, 0.84 mile single track.

Total mileage: operated, proprietary, 30.91.

The Black River Traction Company

Organization: Incorporated December 23, 1897, under the name of Black River Traction Company, as a reorganization of Watertown and Brownville Street Railway Com-

pany, incorporated October 23, 1890, under the street surface railroad law.

Dexter and Brownville Street Railway Company, incorporated February 27, 1895, under the railroad law, was consolidated with Black River Traction Company December 19, 1900, under the name of The Black River Traction Company.

Location of line: Extends from Watertown to Dexter, 10 miles single track, of which 2 miles are on private right of way.

Total mileage: operated, proprietary, 10.

Buffalo and Depew Railway Company

Organization: Incorporated May 1, 1897, under the railroad law of the State of New York.

Location of line: Extends from Genesee street, Buffalo, at city line to corner Huntington avenue and Ellicott road, Depew, 6.69 miles double track, of which 2.55 miles are on private right of way.

Total mileage: operated, proprietary, 6.69.

Buffalo and Lake Erie Traction Company

Organization: Incorporated October 29, 1906, as a consolidation of Lake Erie Electric Traction Company (incorporated October 25, 1906, under the laws of New York as a reorganization of Lake Erie Traction Company, a corporation under the laws of New York and Pennsylvania formed by consolidation May 12, 1902, under the laws of both States, of South Shore Suburban Railway Company, incorporated under the laws of Pennsylvania, and Lake Erie Traction Company, incorporated February 11, 1902, under the railroad law of New York) and Buffalo, Dunkirk and Western Railroad Company (incorporated March 9, 1903, as a merger and consolidation of Dunkirk and Point Gratiot Traction Company, incorporated July 20, 1899, under the railroad law of New York, and Lake Shore Traction Company, incorporated December 10, 1901, under the railroad law of New York).

Buffalo and Lake Erie Traction Company (New York corporation) was consolidated December 28, 1906, with Erie Rapid Transit Company, a Pennsylvania corporation, reorganization of Erie Rapid Transit Street Railway Company, a Pennsylvania corporation, under the provisions of the railroad law of New York and various acts of the General Assembly of Pennsylvania entitled "An act supplementary to an act regulating railroad companies, approved February 19, 1849," approved March 24, 1865, and an act entitled "An act supplementary to an act entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved April 29, 1874, providing for the merger and consolidation of certain corporations," approved May 29, 1901, Buffalo and Lake Erie Traction Company thereby becoming a corporation under the laws of New York and Pennsylvania.

The Dunkirk and Fredonia Railroad Company, incorporated December 14, 1865, under authority of a special act of the Legislature of New York passed April 21, 1864 (chap. 265), was consolidated with Buffalo and Lake Erie Traction Company November 23, 1906.

Hamburg Railway Company, incorporated March 13, 1895, under the railroad law of New York, was consolidated with Buffalo and Lake Erie Traction Company December 24, 1906.

Location of line: The main line extends from Buffalo city line to the city line of Erie, Penna., via Silver Creek, Dunkirk, Westfield, etc.; also from Lackawanna to Hamburg, on the Ridge road from Abbott road to Hamburg turnpike in the town of West Seneca, Dunkirk to Fredonia, and over various streets in the cities of Dunkirk, N. Y., and Erie, Penna.

Lackawanna to Hamburg, 7.51 miles single track, of which 5.75 miles are on private right of way.

Ridge road from Abbott road to Hamburg turnpike, in town of West Seneca, 2.452 miles first track, 2.34 miles second track.

Buffalo city line to Erie city line, Erie, Penna., 86.48 miles first track, 14.98 miles second track, of which first track 33.63 miles are on private right of way.

Fredonia to Dunkirk, 3.5 miles single track.

City of Dunkirk, Point Gratiot line, 0.15 mile single track.

Leased line: Lafayette Square, Buffalo, to south city line (Buffalo and Lackawanna Traction Company, lessor), 4.5 miles first track, 4.3 miles second track.

Lines operated under contract or where the rent is contingent on earnings or other consideration: city of Dunkirk (Dunkirk Street Railway Company), 5.20 miles first track, 0.81 mile second track; city of Erie, Penna., various streets, 26.15 miles first track, 9.13 miles second track.

Total mileage: operated, proprietary, 97.342 (includes line in State of Pennsylvania); leased, 4.5; by contract or rent contingent, 31.35: 133.192.

The Buffalo and Williamsville Electric Railway Company

Organization: Incorporated August 10, 1891, under the railroad law of New York.

Location of line: Extends from Main street, Buffalo city line, to Transit road, via Williamsville, 6.52 miles first track, 0.133 mile second track; also from east city line, Batavia, to west city line, Batavia, 2.37 miles first track, 2.115 miles second track.

Total mileage: operated, proprietary, 8.89.

Buffalo, Lockport and Rochester Railway Company

Organization: Incorporated June 23, 1905, as a consolidation of Albion Electric Railway, incorporated December 24, 1901, Albion and Rochester Railway, incorporated September 2, 1904, and Albion and Lockport Railway Company, incorporated September 2, 1904, all under the railroad law of New York.

On application of the bondholders and order of the United States Circuit Court of the Western District of New York dated August 5, 1909, John M. Campbell and Milford W. Childs were appointed receivers, and January 24, 1910, by order of the same court Frank A. Dudley was appointed an additional receiver.

Note: The receivership was discharged about January 1, 1911.

Location of line: Extends from Rochester city line to Lockport city line, with trackage rights in both cities. Of the line Rochester city line to Lockport city line, 54.28 miles single track, 2.37 miles second track, 47.43 miles first track and all second track are on private right of way.

Trackage rights: Lockport, city line to center (International Railway Company), 1.61 miles single track; Rochester, city line to center (New York State Railways), 2.32 miles double track.

Total mileage: operated, proprietary, 54.28; trackage rights, 3.93: 58.21.

The Buffalo Southern Railway Company

Organization: Incorporated August 26, 1904, as a reorganization of The Buffalo, Hamburg and Aurora Railway Company, incorporated March 15, 1897, under the railroad law of the State of New York. Buffalo, Gardenville and Ebenezer Railway, incorporated June 19, 1895, under the railroad law of New York, was consolidated with the Buffalo Southern Railway Company November 5, 1904.

Location of line: Extends from Buffalo city line, Seneca street, southerly to Hamburg, with branch to Orchard Park, and easterly to East Seneca on Buffalo and Aurora road; also to Lewis Park, via Gardenville.

Hamburg division, city line, Seneca street, to Hamburg, via Abbott road and Clark street, Hamburg, 10.73 miles single track, of which 1.91 miles are on private right of way.

Orchard Park division, Orchard Park Junction to Orchard Park on Transit road and Orchard Park road, 3.23 miles single track, of which 0.15 mile is on private right of way.

Gardenville division, city line, Seneca street, to Lewis Park, Burch avenue, Mineral Spring road, Union road, 5.20 miles single track, of which 0.72 mile is on private right of way.

East Seneca division, city line, Seneca street, to East Seneca on Buffalo and Aurora road, 5.34 miles single track.

Total mileage: operated, proprietary, 24.50.

Catskill Traction Company

Organization: Incorporated January 28, 1910, as a reorganization of Catskill Electric Railway Company, incorporated January 22, 1897, under the railroad law of New York.

Location of line: Extends from Catskill Point and Catskill to Leeds, over Main street and Cairo turnpike, with branch from main line to West Shore station, Catskill, over Railroad avenue and Depot street: 5.3 miles single track.

Total mileage: operated, proprietary, 5.3.

The Chautauqua Traction Company

Organization: Incorporated March 7, 1903, under the railroad law of New York.

Location of line: Extends from Lakewood, near Jamestown, via Mayville to Westfield and Barcelona.

Lakewood to Westfield, 24.01 miles single track, of which 15.83 miles are on private right of way.

Barcelona line, Westfield to Barcelona, 1.02 miles.

Total mileage: operated, proprietary, 25.03.

Cohoes Railway Company

Organization: Incorporated April 23, 1904, as a reorganization of The Cohoes City Railroad Company, incorporated July 30, 1894, under the railroad law of New York.

Location of line: Eastern terminus of Albany and Greenbush bridge (trackage to Broadway and Clinton avenue, Albany) through city of Rensselaer.

Rensselaer line, Eastern terminus of Albany and Greenbush bridge through city of Rensselaer, 2.66 miles first track, 0.81 mile second track.

Trackage: Albany and Greenbush bridge to Broadway and Clinton avenue, Albany (United Traction Company), 0.93 mile double track.

Total mileage: operated, proprietary, 2.66; trackage, 0.93: 3.59.

Corning and Painted Post Street Railway

Organization: Incorporated December 8, 1894, under the railroad law of New York.

Location of line: Extends from Browns Crossing, town of Corning, through Corning to Painted Post, with branch, Bridge and Pultney streets, to Delaware, Lackawanna and Western Railroad station, Corning, occupying Mill, Cohocton, Steuben, Market, State, Bridge, West Pultney, High, and Hamilton streets, and Erie and Balcom avenues: 5.254 miles single track, of which 0.10 mile is on private right of way.

Total mileage: operated, proprietary, 5.254.

The Cortland County Traction Company

Organization: Incorporated June 12, 1901, as a reorganization of Cortland and Homer Traction Company, incorporated May 14, 1894, under the railroad law of New York.

Location of line: Extends from Cortland northerly to Preble and easterly to McGraw, with branch in Cortland to Delaware, Lackawanna and Western station.

Main line, Cortland to Preble, 10.61 miles single track, of which 6.36 miles are on private right of way.

McGraw line, Cortland to McGraw, 5.05 miles single track, of which 1.55 miles are on private right of way.

Delaware, Lackawanna and Western branch, Elm street, Cortland, to Delaware, Lackawanna and Western station, 0.26 mile single track.

Total mileage: operated, proprietary, 15.92.

Crosstown Street Railway Company of Buffalo

Organization: Incorporated February 5, 1890, under the street surface railroad act of the State of New York.

Location of line: Lines in cities of Buffalo and Lackawanna and town of Cheektowaga, on Abbott road, Amherst, Bailey, Broadway, Cazenovia, Clinton, Court, Delevan, Elk, Elmwood, Florence, East Ferry, Genesee, Grant, Grider, Hampshire, Hertel, Huron, East Huron, Jefferson, Kehr, Kensington, Main, Masten, Michigan, Military, Normal, North, Parkside, Pearl, Perry, Seneca, Swan, Sycamore, Terrace, Tonawanda, Triangle, Walden, William, and Washington streets and South Park avenue.

City of Buffalo, 51.68 miles first track, 45.76 miles second track.

Town of Cheektowaga, 0.56 mile first track, 0.52 mile second track.

City of Lackawanna, 0.42 mile first track, 0.40 mile second track.

Total mileage: operated, proprietary, 52.66.

Eastern New York Railroad Company

Organization: Incorporated December 14, 1904, succeeding The Ballston Terminal Railroad Company, incorporated March 14, 1896, under the railroad law of New York. F. H. Beach was appointed receiver June 23, 1908, and the receiver was discharged November 15, 1910.

Location of line: Extends from Ballston Spa through Bath street, Johnstown road, Cranesville road, Lafayette road, Rock City highway, Middle Grove highway, and private right of way to Middle Grove: 12 miles single track, of which 4.76 miles are on private right of way.

Total mileage: operated, proprietary, 12.

The Electric City Railway Company

Organization: Incorporated February 1, 1904, under the railroad law of New York.

Location of line: City of Niagara Falls, Eleventh, Highland, Eighteenth, Nineteenth, and Niagara streets, 3.59 miles first track, 0.83 mile second track.

Total mileage: operated, proprietary, 3.59.

Elmira and Seneca Lake Traction Company

Organization: Incorporated July 6, 1906, under the railroad law of New York, as a reorganization of Elmira and Seneca Lake Railway Company, incorporated May 9, 1895 (amended certificate filed December 17, 1895), under the name of The Watkins and Havana Railroad Company; name changed by order of the Supreme Court dated April 21, 1896, to Elmira and Seneca Lake Railway Company.

Location of line: Extends from Horseheads to Watkins, 11.085 miles single track, on private right of way.

Trackage: Horseheads to Elmira (Elmira Water, Light and Railroad Company), 5.042 miles single track.

Total mileage: operated, proprietary, 11.085; trackage, 5.042: 16.125.

Elmira, Corning and Waverly Railway

Organization: Incorporated August 30, 1905, under the railroad law of New York.

Location of line: Extends from corner of Broad and Chemung streets, Waverly, to the easterly limits of Elmira, 15.649 miles single track, of which 12.444 miles are on private right of way.

Total mileage: operated, proprietary, 15.649.

Elmira Water, Light and Railroad Company

Organization: Incorporated May 23, 1900, under the name of Elmira Water, Light Company; amended certificate under section 21 of the then railroad law filed May 26, 1900, changing name to Elmira Water, Light and Railroad Company; a further amended certificate was filed November 16, 1909.

On the dates named the following companies were merged with Elmira Water, Light and Railroad Company: May 28, 1900: The Elmira and Horseheads Railway Company, incorporated December 30, 1870, under authority of special acts of the Legislature of the State of New York passed April 18, 1866 (chap. 659), and April 15, 1870 (chap. 233), amending and revising the first named act, and The Maple Avenue Railroad Company, incorporated May 16, 1887, under the street surface railroad law; May 31, 1900: The Elmira Water Works Company; July 1, 1901: Elmira Heights Water Company; July 9, 1908: Chemung County Gas Company, incorporated October 2, 1902, under the transportation corporations law; May 25, 1910: The Montour Falls Electric Light Company, incorporated October 29, 1897, under the transportation corporations law.

Location of line: Elmira and Horseheads, 11.957 miles first track, 2.05 miles second track.

Leased lines, Elmira and Fitch's Bridge on West Water street (West Water Street Railroad Company), 3.53 miles first track, 0.617 mile second track.

Elmira and Elmira Heights (West Side Railroad Company), 7.778 miles first track, 0.225 mile second track.

Total mileage: operated, proprietary, 11.957; lease, 11.308: 23.265.

The Fishkill Electric Railway Company

Organization: Incorporated March 12, 1895, under the railroad law of New York.

Location of line: Extends from Fountain street, Matteawan, to Fishkill; also from river to Mount Beacon (leased line).

Fountain Street, Matteawan, to Fishkill, 4.26 miles single track.

Leased line: River to Mount Beacon (Citizens Railroad, Light and Power Company, lessor), 2.53 miles single track, of which 0.38 mile is on private right of way.

Total mileage: operated, proprietary, 4.26; leased, 2.53: 6.79.

Fonda, Johnstown and Gloversville Railroad Company

Electric Division.

Organization: Incorporated under the name of The Fonda, Johnstown and Gloversville Rail Road Company January 17, 1867, under the general railroad act of New York (articles legalized and confirmed by special act of the Legislature of New York passed April 24, 1867, chap. 716), and was consolidated December 23, 1902, with Amsterdam Street Railroad Company, incorporated February 5, 1873, and with Cayadutta Electric Railroad Company, incorporated February 27, 1892, under the name of Fonda, Johnstown and Gloversville Railroad Company. The Cayadutta Electric Railroad Company was consolidated December 13, 1893, with The Gloversville Street Electric Railroad Company, incorporated January 19, 1891.

Location of line operated by electricity: Main line "B" electric division, Gloversville to Schenectady, 32.26 miles first track, 21.01 miles second track.

Main line "C" electric division, Gloversville to Fonda, 8.70 miles single track.

Belt line in Gloversville, 3.84 miles single track.

Hagaman line, Amsterdam to Hagaman, 3.86 miles single track.

Leased line, Gloversville to Johnstown (Johnstown, Gloversville and Kingsboro Horse Railroad Company, lessor), 4.08 miles single track.

Total mileage (electric division): operated, proprietary, 48.66; leased, 4.08: 52.74.

Geneva and Auburn Railway Company

Organization: Incorporated March 27, 1895, under the name of Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company, as a consolidation of Geneva and Waterloo Railway Company, incorporated March 18, 1893; Geneva Surface Railway Company, incorporated June 4, 1891; Waterloo, Seneca Falls and Cayuga Lake Railway, incorporated November 24, 1894; all under the railroad law of New York; and The Seneca Electric Railway, incorporated December 7, 1889, as a reorganization of The Seneca Falls and Waterloo Railroad Company, incorporated by a special act of the Legislature of the State of New York passed March 22, 1866 (chap. 197).

The name of Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company was changed to Geneva and Auburn Railway Company by order of the Supreme Court dated July 26, 1909.

Location of line: Main line, Geneva to Cayuga Lake Park, starting on Seneca street, over Exchange and North streets, Waterloo road, Main street, Waterloo, Seneca Falls road; Fall road, Bayard and Stevenson streets, Seneca

Falls, and private right of way from Stevenson street to Park.

Geneva City line, starts at Lehigh Valley depot, Lehigh, Genesee, Lewis, Exchange, Seneca, Main, Milton, and Pultney streets.

Classified geographically, the line is divided as follows: city of Geneva, 3.92 miles single track; west town line of Waterloo to east town line of Waterloo, 6.62 miles single track; west town line of Seneca Falls to Cayuga Park, 5.70 miles single track, of which 1.75 miles are on private right of way.

Total mileage: operated, proprietary, 16.24.

The Glen Cove Rail Road Company

Organization: Incorporated December 4, 1902, under the railroad law of New York.

Location of line: Extends from Sea Cliff (Railroad station) to Glen Cove (Hempstead harbor), 3.28 miles single track, of which 0.57 mile is on private right of way.

Total mileage: operated, proprietary, 3.28.

Great South Bay Ferry Company

Organization: Incorporated July 31, 1903, under the transportation corporations law.

Long Beach Transportation Company, incorporated February 8, 1901, under the transportation corporations law, was merged with Great South Bay Ferry Company September 27, 1907.

Its capital stock is said to have been all acquired by Seashore Municipal Railroad Company, incorporated January 18, 1907 (amended certificate filed May 25, 1907), under the railroad law.

Location of line: Extends from Atlantic avenue, Freeport, to Woodcleft dock, 1.25 miles (about), on private right of way (leased in perpetuity).

Total mileage: operated, proprietary, 1.25 (about; figures taken from report of company for year ended June 30, 1909).

The Hoosick Falls Railroad Company

Organization: Incorporated May 17, 1910, as a reorganization (in part) taking title to that portion of the property and franchises of the Bennington and North Adams Street Railway Company (see below), sold to Charles L. Livingston in foreclosure. The Bennington and North Adams Street Railway Company was originally a corporation duly organized and existing under an act of the State of Vermont approved December 8, 1902, as amended by an act of the State of Vermont approved December 6, 1906, No. 311, as amended by act passed December 3, 1908, No. 299, and was consolidated under the laws of New York and Vermont January 23, 1907, with Bennington and Hoosick Valley Railway Company, a corporation formed November 9, 1897, by consolidation of Hoosick Railway Company, incorporated June 10, 1893, under the railroad law of New York, and Bennington Electric Railroad Company, a corporation under the laws of Vermont.

Location of line: Extends from Church street, Hoosick Falls, to County road at state line between New York and Vermont, 7.25 miles single track, of which 1.33 miles are on private right of way.

Total mileage: operated, proprietary, 7.25.

Hornell Traction Company

Organization: Incorporated October 6, 1909, as a consolidation of The Hornellsville Electric Railway Company, incorporated December 16, 1891; The Hornellsville and Canisteo Railway Company, incorporated May 2, 1892; and The Canisteo Valley Electric Railway Company, incorporated December 28, 1891: all under the railroad law of New York.

Location of line: In city of Hornell, and extends to Canisteo as follows: Hornell and Adsit streets to Hart street and East avenue; Main street, Hornell, to village of Canisteo.

All lines, 9.45 miles first track, 0.013 mile second track; of the first track, 3.48 miles, and all of the second track, are on private right of way.

Total mileage: operated, proprietary, 9.45.

Hudson River and Eastern Traction Company

Organization: Incorporated February 14, 1906, under the railroad law of New York.

Location of line: Extends from New York Central and Hudson River Railroad depot to Camp Woods, Ossining; also Spring Street line to Ossining Hospital.

Main line, New York Central and Hudson River Railroad depot to Camp Woods, Ossining, traversing Secor road, Main street, and Croton and Narragansett avenues, 1.8361 miles single track.

Spring Street line, Main street on Spring street to Ossining Hospital, 0.89 mile single track.

Total mileage: operated, proprietary, 2.7261.

Hudson Valley Railway Company

Organization: Incorporated August 14, 1901, as a consolidation of The Stillwater and Mechanicville Street Railway Company, incorporated November 13, 1882, under the general railroad act of New York; Greenwich and Schuylerville Electric Railroad, incorporated July 1, 1895, under the railroad law; Glen's Falls, Sandy Hill and Fort Edward Street Rail Road Company, incorporated May 29, 1885, under the street surface railroad law; Warren County Railway, incorporated June 29, 1899, under the railroad law; Saratoga Northern Railway, incorporated June 28, 1897, under the railroad law; and Saratoga Traction Company, incorporated May 20, 1897, under the railroad law; Saratoga Lake Railroad Company, incorporated May 20, 1897, was merged with Saratoga Traction Company July 1, 1897.

Location of line: Extends from Waterford (trackage to center of city of Troy) northerly, via Mechanicville, to Fort Edward, thence to Hudson Falls (formerly Sandy Hill), Glens Falls, Lake George, and Warrensburgh, with branch Thomson to Greenwich (trackage across Hudson river at Thomson); also Mechanicville to Saratoga and Glens Falls, with spur to Ballston Spa and branch Saratoga to Saratoga Lake. Glens Falls and South Glens Falls have local lines.

Waterford division, Waterford to Fort Edward, 36.05 miles first track, 2.21 miles second track; of the first track, 27.04 miles are on private right of way.

Waterford division (branch), Thomson to Greenwich, 6.50 miles single track, of which 4.36 miles are on private right of way.

Saratoga division, Mechanicville to Saratoga, 18.54 miles single track, of which 16.17 miles are on private right of way.

Saratoga division (branch), Ballston Junction to Ballston, 1.09 miles single track.

Saratoga division (branch), Saratoga to Saratoga Lake, 5.14 miles single track, of which 3.69 miles are on private right of way.

Glens Falls division, Fort Edward to Glens Falls, 6.53 miles first track, 3.08 miles second track, of which 0.20 mile of second track is on private right of way.

Glens Falls division, Saratoga Junction to Warrensburgh, 32.68 miles first track, 0.21 mile second track. Of the first track, 27.32 miles are on private right of way.

Glens Falls division (local lines), Glens Falls and South Glens Falls, 3.57 miles single track.

North River Railway, Saratoga to Saratoga Junction, 1.72 miles single track, of which 0.35 mile is on private right of way.

Trackage: Waterford to center of city of Troy (United Traction Company), 5.10 miles double track.

Crossing of Hudson river at Thomson (Greenwich and Johnsonville Railway Company), 0.47 mile single track, on private right of way.

Total mileage: operated, proprietary, 111.82; trackage, 5.57: 117.39.

Huntington Railroad Company

Organization: Incorporated May 13, 1890, under the street surface railroad act of the State of New York.

Location of line: Extends from Huntington harbor to Amityville dock, 18.60 miles single track, of which 3.04 miles are on private right of way.

Total mileage: operated, proprietary, 18.60.

International Railway Company

Organization: Incorporated February 19, 1902, as a consolidation of Buffalo Railway Company, incorporated December 10, 1890, under the street surface railroad law; Buffalo and Niagara Falls Electric Railway, incorporated March 27, 1893, under the same act; Buffalo, Tonawanda and Niagara Falls Electric Railroad Company, incorporated August 26, 1898, as a reorganization of The Tonawanda Street Railroad Company, incorporated April 23, 1890, under the same act; The Niagara Falls and Suspension Bridge Railway Company, incorporated October 21, 1882, under the general railroad act; Buffalo and Lockport Railway, incorporated May 3, 1898; Lockport and Olcott Railway, incorporated April 7, 1900; and Niagara Falls, Suspension Bridge Company.

See special act of the Legislature of the State of New York passed April 3, 1867 (chap. 239), authorizing the construction of a street railway.

Prior to such consolidation, on January 31, 1891, The Buffalo Street Rail Road Company, incorporated April 6, 1860, and The Buffalo East Side Street Railway Company, incorporated by a special act of the Legislature of the State of New York passed May 10, 1870 (chap. 774), were merged with Buffalo Railway Company April 5, 1892; The West Side Street Railway Company, incorporated August 13, 1887, was merged with Buffalo Railway Company.

May 28, 1895, Buffalo and Tonawanda Electric Railway, incorporated January 12, 1893 (supplemental affidavit filed February 11, 1895), was consolidated with Buffalo and Niagara Falls Electric Railway under the name of the latter.

February 3, 1902, The Buffalo Traction Company, incorporated October 28, 1895, and The Buffalo, Bellevue and Lancaster Railway Company, incorporated March 1, 1892, were merged with Buffalo Railway Company (above).

Niagara Falls, Whirlpool and Northern Railway, incorporated February 26, 1894, was merged with Niagara Falls and Suspension Bridge Railway Company February 3, 1902.

February 3, 1902, Elmwood Avenue and Tonawanda Electric Railway Company, incorporated June 20, 1893, under the railroad law, was merged into Buffalo and Lockport Railway Company.

International Railway Company purchased the property of Lewiston Connecting Bridge Company within the State of New York; and the properties of the Niagara Falls Park and River Railway Company, Clifton Suspension Bridge Company, The Queenston Heights Bridge Company, and Queenston Suspension Bridge Company, located in the province of Ontario, Dominion of Canada.

Location of line: Extends in various directions in the city of Buffalo, eastwardly to Lancaster and Depew, and northerly to Tonawanda, North Tonawanda, Niagara Falls, Lockport, and Olcott Beach.

Main lines and branches: Buffalo Railway Company, 39.31 miles first track, 27.67 miles second track.

Buffalo Traction Company, 12.29 miles first track, 6.65 miles second track.

International Railway Company, 7.28 miles first track, 6.59 miles second track.

Buffalo, Bellevue, and Lancaster, 11.05 miles first track, 2.76 miles second track; of the first track 6.43 miles, and of the second track 1.94 miles, are on private right of way.

Lock City Railway Company, 6.64 miles first track, 0.35 mile second track.

Buffalo and Niagara Falls, 14.20 miles first track, 14.08 miles second track.

Buffalo, Kenmore, and Tonawanda, 4.71 miles single track.

Buffalo, Tonawanda and Niagara Falls Electric Railway Company, 3.94 miles first track, 0.13 mile second track.

Niagara Falls and Suspension Bridge Railway Company, 10.67 miles first track, 5.71 miles second track.

Niagara Falls, Whirlpool, and Northern, 1.74 miles single track.

Niagara Falls and Clifton Suspension Bridge Company, 0.33 mile first track, 0.31 mile second track.

Queenston Heights Bridge Company, 0.68 mile first track, 0.28 mile second track.

Niagara Falls Park and River Railway Company, Michigan Central railroad to south line Queen Victoria park, 1.65 miles first track, 1.09 miles second track (from Chippewa station); south line Queen Victoria park to upper steel arch bridge, 2.18 miles first track, 2.05 miles second track, all on private right of way; upper steel arch bridge to north line Niagara Falls City, 2.06 miles first track, 2.05 miles second track; north line Niagara Falls City to south line Niagara township, 3.64 miles double track, all on private right of way; south line Niagara township to Queenston dock, 2.38 miles first track, 2.37 miles second track.

International Railway Company, Lockport to Olcott, through town of Newfane on Mechanic street, 16.48 miles single track, of which 15.95 miles are on private right of way.

Leased track: five hundred feet east New York Central track to Lockport (Erie Railroad Company, lessor), 12.54 miles first track; Sweeney street, North Tonawanda, to Buffalo, 5.67 miles first track, 0.19 mile second track, all on private right of way.

Niagara Falls Reservation, Niagara Falls, N. Y.: Riverway street from Falls to Niagara, 0.15 mile first track, 0.10 mile second track.

Trackage rights: Sweeney street to five hundred feet east New York Central (Erie Railroad Company), 1.68 miles single track, on private right of way; Lowertown, Lockport (New York Central and Hudson River Railroad Company), 3.12 miles single track, all on private right of way.

Total mileage: operated, proprietary, 141.23; leased, 18.36; trackage rights, 4.80: 164.39.

Ithaca Street Railway Company

Organization: Incorporated November 18, 1884, under the street surface railroad law of New York. Cayuga Lake Electric Railway Company, incorporated March 26, 1894, was merged with Ithaca Street Railway Company July 22, 1898.

Location of line: Extends in various directions in the city of Ithaca and to East Ithaca.

Main line and loop, Lehigh Valley station, via State street and Stewart avenue, to Cornell Heights and Cornell University campus, and Eddy street to First place, 4.26 miles single track, of which 1.40 miles are on private right of way.

East Ithaca branch, from junction of College and Oak avenues to Lehigh Valley station at East Ithaca, 0.55 mile single track.

Cayuga Heights, from junction of Wyckoff and Thurston avenues to the State road on Cayuga Heights, 0.79 mile single track.

Renwick Park, from junction of State and Tioga streets to Renwick Park, 1.86 miles single track, of which 0.91 mile is on private right of way.

Total mileage: operated, proprietary, 7.46.

Jamestown Street Railway Company

Organization: Incorporated October 18, 1883, under the general railroad act of New York.

Location of line: Extends in several directions in the city of Jamestown; also easterly to Falconer and westerly to Celeron and Lakewood.

The lines are designated: North loop, Sherman House to Sherman House; South loop, Sherman House to Sherman House; Newland loop, Sherman House to Sherman House; Celeron line, Sherman House to Celeron; Lakewood line, Sherman House to Lakewood; Falconer line, Sherman House to Falconer.

All lines, 19.945 miles first track, 4.10 miles second track, of which first track 0.028 mile is on private right of way.

Total mileage: operated, proprietary, 19.945.

John Johnston

Agnes McPike, Receiver of Fares.

[Formerly New York City Railway Company.]

Location of line: Extends in various directions in the city of Mount Vernon to Tuckahoe, Pelham, and North Pelham.

Tuckahoe line, North Third avenue — Prospect avenue to Oakley avenue, 0.24 mile single track*; East Lincoln avenue — Crary avenue to North Columbus avenue, 0.48 mile single track*; North Columbus avenue—East Lincoln avenue to White Plains road, 0.87 mile single track; White Plains road — Tuckahoe line to Waverly square, Tuckahoe, 0.41 mile single track. (For trackage in use see below. The following track is not in operation: North Third avenue, depot place, and bridge across New York, New Haven and Hartford railroad, New York, Westchester and Connecticut Traction Company, trackage, 0.03 mile single track*; North Third avenue, bridge to Prospect avenue, 0.03 mile single track*; East Lincoln avenue, North Third avenue to Crary avenue, 0.06 mile single track*; total, 0.12 mile single track.)

Pelham line (same as foregoing designated,* including also trackage of Tuckahoe line below, designated in same manner.) See trackage, Pelham line, below.

Trackage: Tuckahoe line, Prospect and Crary avenues — North Third avenue to East Lincoln avenue (New York, Westchester and Connecticut Traction Company), 0.10 mile first track, 0.32 mile second track*; Oakley avenue — North Third avenue to Crary avenue (Westchester Electric Railroad Company), 0.06 mile single track*; White Plains road, North Columbus avenue to Tuckahoe line (New York, Westchester and Connecticut Traction Company), 1.09 miles single track.

Pelham line, East Lincoln avenue — North Columbus avenue to Hutchinson river (New York, Westchester and Connecticut Traction Company), 0.75 mile single track; Fourth street, village of North Pelham — Hutchinson river to 8th avenue (Westchester Electric Railroad Company), 0.34 mile single track.

Total mileage: operated, proprietary, 2; not operated, proprietary, 0.09; trackage, 2.34; trackage, not operated, 0.03: 4.46.

Kingston Consolidated Railroad Company

Organization: Incorporated January 9, 1896, under the name of Colonial City Traction Company, as a reorganization of Colonial City Electric Railway Company, incorporated June 9, 1893, and name changed by order of Supreme Court dated August 31, 1901, from Colonial City Traction Company to Kingston Consolidated Railroad Company.

Kingston City Railroad Company, incorporated June 5, 1879, as a reorganization of Kingston and Rondout Rail Road Company, incorporated January 31, 1865, under the general railroad act, under and pursuant to the authority of a special act of the Legislature of the State of New York passed March 9, 1866 (chap. 110), was merged with Kingston Consolidated Railroad Company January 9, 1902.

Location of line: Extends from Kingston to Kingston Point and Rhinebeck Ferry.

Colonial division, Marius street to Kingston Point park, 5.24 miles first track, 0.25 mile second track. Of the first track 0.258 mile is on private right of way.

Kingston City division, North Front and Wall streets to Rhinebeck Ferry, 2.739 miles first track, 0.161 mile second track.

Total mileage: operated, proprietary, 7.979.

Lima-Honeoye Light and Railroad Company

Organization: Incorporated June 25, 1910, under the transportation corporations law of New York, under the name of Lima-Honeoye Light Company, and name changed by certificate under section 21 of the railroad law filed September 12, 1910, as above.

On August 22, 1910, the Commission by order approved lease from Lima-Honeoye Electric Light and Railroad Company to Lima-Honeoye Light and Railroad Company.

Note: The Lima-Honeoye Electric Light Company was incorporated June 30, 1898, under the transportation corporations law; amended certificate pursuant to section 21 of the railroad law filed October 4, 1898, and name changed to Lima-Honeoye Electric Light and Railroad Company, to which all stockholders of Lima Railway Company, incorporated February 25, 1897, as a reorganization of The Lima and Honeoye Falls Railway Company, incorporated March 28, 1892, consented to transfer its property by instrument filed in office of Secretary of State October 7, 1898.

Location of line: Extends from Lima to Honeoye Falls, 4.46 miles single track.

Total mileage: operated, proprietary, 4.46.

Long Island Electric Railway Company

Organization: Incorporated March 5, 1894, under the name of The Long Island Electric Railway Company. October 11, 1899, it was consolidated with New York and North Shore Railway Company, incorporated March 13, 1897, under the name of the latter company. By an order of the Supreme Court dated August 28, 1903, the name of New York and North Shore Railway Company was changed to Long Island Electric Railway Company. This company reports to the Public Service Commission, First District. A short stretch of track in the vicinity of Inwood, near Far Rockaway, extends into Nassau county.

Location of line: Extends from Belmont Park to Grant street, Brooklyn, 8.28 miles first track, 7.90 miles second track; and from Jamaica to Far Rockaway, 9.06 miles single track, and 1.32 miles sidings and turnouts; 2.53 miles of track and sidings are in the Second District.

Note: Of the foregoing, 3.02 miles first track and 0.26 mile sidings and turnouts are on private right of way.

Trackage rights: On Fulton street, Jamaica, from Washington street to Grand street (Brooklyn, Queens County and Suburban Railroad Company), 0.40 mile double track; Grant street and Liberty avenue, Brooklyn (Nassau Electric Railroad Company), 0.10 mile double track.

Summary of Mileage:

	Total	First District	Second District
Length of line (first track)	17.34	15.01	2.33
Length of other track	9.22	9.02	0.20
Total	26.56	24.03	2.53
Trackage rights	0.50	0.50	.....

Note: Data from last report to Public Service Commission, First District.

Mount Beacon-on-Hudson Hotel Company

Organization: Incorporated August 24, 1907, under the laws of the State of Maine.

Note: The Mount Beacon on Hudson Association was incorporated July 6, 1900, under the business corporations law of the State of New York.

Location of line: Operates by cable incline from point at foot to point near summit of Mount Beacon, all on property of lessor, The Mount Beacon on Hudson Association.

Total mileage: operated, leased, 2200 feet.

Nassau County Railway Company

Organization: Incorporated March 13, 1899, under the railroad law of New York.

Location of line: Extends from railroad station to Prospect avenue, Sea Cliff, 1.55 miles single track, of which 0.10 mile is on private right of way.

Total mileage: operated, proprietary, 1.55.

Newark and Marion Railway Company

Organization: Incorporated May 4, 1900, under the railroad law of New York.

Location of line: Newark terminal to Marion, 8.19 miles single track, of which 7.37 miles are on private right of way.

Trackage: Newark station to new terminal (Northern Central Railway Company), 1 mile single track on private right of way.

Total mileage: operated, proprietary, 8.19; trackage, 1: 9.19.

New Paltz, Highland and Poughkeepsie Traction Company

Organization: Incorporated July 20, 1903, under the railroad law of New York.

Location of line: Extends from Highland Landing to New Paltz, via Lloyd, 9.021 miles single track, on private right of way.

Total mileage: operated, proprietary, 9.021.

The New York and Long Island Traction Company

Organization: Incorporated February 27, 1899, as Mineola, Hempstead and Freeport Traction Company under the railroad law; name changed by order of the Supreme Court dated August 18, 1902, to The New York and Long Island Traction Company. (This company reports to the Commission for the First Public Service District.)

Location of line: Extends from Hempstead to Jamaica (Hempstead-Jamaica division); from Mineola, through the villages of New Hyde Park and Floral Park to and beyond the New York City line (Jericho Turnpike division); and from Mineola via Hempstead, Freeport, Lynbrook, Rockville Center, and Valley Stream, to Grant street and Liberty avenue in the borough of Brooklyn.

Hempstead-Jamaica division, Hempstead via Belmont Park to Jamaica, 5.58 miles single track and 0.47 mile sidings and turnouts, all in the Second District. (For trackage rights to Jamaica see below.)

Jericho Turnpike division, Mineola via Jericho Turnpike to Washington and Fulton streets, Jamaica, 5.86 miles single track and 0.26 mile sidings and turnouts; 2.26 miles track and sidings are in the Second District.

Mineola-Brooklyn division, Mineola via Hempstead to Grant street, Brooklyn, 24.85 miles single track and 3.88 miles sidings and turnouts; 8.22 miles track and sidings are in the Second District.

Note: Of the foregoing divisions, 9.21 miles of track are on owned private right of way, and 0.38 mile on leased private right of way.

Trackage rights: Hempstead-Jamaica division, Fulton and Grand streets, Jamaica, to Belmont Park (Long Island Electric Railway Company), 4.05 miles double track, not in the Second District; Washington street to Grand street, Jamaica, on Fulton street (Brooklyn, Queens County and Suburban Railroad Company), 0.40 mile double track, not in the Second District.

Mineola-Brooklyn division, Grant street and Liberty avenue, Brooklyn (Nassau Electric Railway Company), 0.10 mile double track, not in the Second District.

Summary of Mileage:

	Total	First District	Second District
Length of line (first track)	36.29	21.40	14.89
Length of other track	4.61	2.97	1.64
Total	40.90	24.37	16.53
Trackage rights	9.10	9.10	.....

Note: Data from last report to Public Service Commission, First District.

The New York and North Shore Traction Company

Organization: Incorporated August 6, 1902, as The Mineola, Roslyn and Port Washington Traction Company; name changed by order of Supreme Court dated July 22, 1907, to The New York and North Shore Traction Company.

Location of line: Extends from Port Washington to Hicksville, 16.19 miles single track, of which 2.27 miles are on private right of way; and from Roslyn to Manhasset (Long Island), 2 miles single track.

Total mileage: operated, proprietary, 18.19.

New York and Stamford Railway Company

Organization: Incorporated August 3, 1901, as a consolidation of The Larchmont Horse Railway Company, incorporated February 7, 1888, under the street surface railroad act, and Port Chester Street Railway Company, incorporated July 14, 1896, under the railroad law of New York.

Location of line: Liberty Square, Port Chester, to Dean Place (Larchmont), via Mamaroneck, Larchmont Manor, and Larchmont station, with branch Rye to Rye Beach; also Liberty Square (Port Chester) to New York-Connecticut line. The company has local lines in Rye and Port Chester and trackage right in Mamaroneck. In Connecticut the line of the Connecticut company is used to Stamford.

New Rochelle: Liberty Square (Port Chester) to Dean Place (Larchmont), 8.58 miles first track, 3.49 miles second track, of which first track 1.18 miles, and of the second track 0.88 mile, are on private right of way.

Larchmont Avenue: Boston Post Road to Larchmont Manor, 0.79 mile single track.

Larchmont Station: Franklin avenue to Railroad station, 0.16 mile first track, 0.06 mile second track; of the first track, 0.09 mile is on private right of way.

Rye Beach, Elm place (Rye) to Meadow street, 0.52 mile single track; Midland avenue (Rye) to Rye Beach, 1.88 miles first track, 1.75 miles second track: of the first and second tracks 1.12 miles are on private right of way.

Purchase Street: Purdy avenue (Rye) to Rye station, 0.12 mile single track.

Stamford: Liberty Square, Port Chester, to New York-Connecticut line, 0.44 mile first track, 0.37 mile second track. (For lines in Connecticut, see Leased line and Trackage).

North Main Street: Mill street (Port Chester) to Byram river, 0.59 mile first track, 0.57 mile second track.

Westchester Avenue: Liberty Square (Port Chester) to Monroe Place, 0.89 mile single track.

Leased line (Connecticut): New York-Connecticut line to Miamus river, 5.62 miles single track, of which 0.31 mile is on private right of way.

Trackage, New York: Mamaroneck avenue, Mamaroneck (Westchester Street Railroad Company), Palmer avenue to Railroad avenue, 0.11 mile single track; Connecticut: Miamus river to Atlantic Square (Stamford), 2.97 miles single track, 0.07 mile second track.

Total mileage: operated, proprietary, New York, 13.97; leased, Connecticut, 5.62; trackage: New York, 0.11; Connecticut, 2.97: 22.67.

The New York, Auburn and Lansing Railroad Company

Electric Line.

Organization: Incorporated March 16, 1900, under the railroad law of New York.

Location of line: The steam line extends from Auburn to Renwick Junction, from which Ithaca is reached by trackage right over Ithaca Street Railway.

Trackage (electric line): Renwick Junction to Ithaca (Ithaca Street Railway Company), 1.73 miles single track.

Total mileage, electric line: trackage, 1.73.

New York State Railways

Organization: Incorporated March 22, 1909, as a consolidation of Rochester Railway Company, incorporated February 25, 1890, under the street surface railroad act of the State of New York; The Rochester and Sodus Bay Railway Company, incorporated August 13, 1898, under the name of Rochester and Sodus Bay Railway, under the railroad law, and consolidated July 25, 1902, with The Irondequoit Park Railroad Company, incorporated October 19, 1895, together forming The Rochester and Sodus Bay Railway Company (above); and Rochester and Eastern Rapid Railway Company, incorporated January 21, 1891 (amended certificate filed February 2, 1903).

On April 2, 1890, The Crosstown Railroad Company of Rochester, N. Y., incorporated April 2, 1889, under the street surface railroad act, Rochester City and Brighton Rail Road Company, incorporated May 31, 1862, under the general railroad law, reorganized March 5, 1868, under the same name, and The South Park Railroad Company of Rochester, N. Y., incorporated April 2, 1889, under the street surface railroad law, were merged with Rochester Railway Company.

Location of line: Extends in various directions in the city of Rochester and immediate vicinity in the county of Monroe, and to Charlotte, Ontario Beach, Summerville, Sodus Point, Wayne county, and to Geneva, Ontario county, via Canandaigua.

Rochester City lines, city of Rochester, 54.66 miles first track, 47.99 miles second track.

County of Monroe, in towns of Brighton, Gates, and Greece, 3.51 miles first track, 3.53 miles second track; of the first track 0.67 mile, and of the second track 0.65 mile, are on private right of way.

Rochester Electric Railway Company, leased line (Rochester Electric Railway Company, lessor), Ridge Road (city line) to Ontario Beach, in towns of Greece and Charlotte,

4.80 miles first track, 4.60 miles second track; of the first track 1.31 miles, and of the second track 3.22 miles, are on private right of way.

Rochester and Suburban Railway Company, leased line (Rochester and Suburban Railway Company, lessor), city line to Summerville in town of Irondequoit, 4.56 miles first track, 4.52 miles second track, all on private right of way.

Rochester and Sodus Bay Railway, East Main Street station, Rochester, to east line Monroe county, in city of Rochester and towns of Brighton, Irondequoit, Penfield, and Webster, 14.99 miles first track, 3.46 miles second track; of the first track 5.70 miles, and of the second track 3.45 miles, are on private right of way. East line Monroe county to Sodus Point, Wayne county, in towns of Ontario, Williamson, and Sodus, 24.09 miles single track, of which 5.70 miles are on private right of way.

Rochester and Eastern Rapid Railway, Rochester city line to east line Monroe county, in towns of Brighton, Pittsford, and Perinton, and village of Pittsford, 9.49 miles first track, 1.07 miles second track. Of the first track 6.64 miles, and all of the second track, are on private right of way. East line of Monroe county to Geneva, Ontario county, in towns of Victor, Farmington, Canandaigua, Hopewell, Seneca, and Geneva, village of Canandaigua, and city of Geneva, 29.37 miles first track, 1.40 miles second track; of the first track 26.26 miles, and all of the second track, are on private right of way.

Ontario Light and Traction Company, leased line (Ontario Light and Traction Company, lessor), in village of Canandaigua, 2.23 miles single track.

Total mileage: operated, proprietary, 136.11; leased, 11.59: 147.70.

The Niagara Gorge Railroad Company

Organization: Incorporated June 3, 1899, as a reorganization of The Niagara Falls and Lewiston Railroad Company, incorporated October 8, 1890, under the general railroad act.

The Niagara Falls and Whirlpool Railway Company, incorporated January 7, 1886, under the general railroad act, was merged with The Niagara Falls and Lewiston Railroad Company January 7, 1891.

Location of line: Niagara Falls (trackage rights in Niagara Falls) to Lewiston, 6.83 miles double track, of which 6.17 miles are on private right of way; Lewiston to Youngstown, leased line (The Lewiston and Youngstown Frontier Railway Company, lessor), 7.05 miles single track, of which 3.91 miles are on private right of way.

Trackage: Niagara Falls (International Railway Company), 1 mile double track.

Total mileage: operated, proprietary, 6.83; leased, 7.05; trackage, 1: 14.88.

The Northport Traction Company

Organization: Incorporated August 27, 1901, under the railroad law of New York.

Location of line: Extends from Northport (East station) to Northport Harbor, 2.69 miles single track, of which 0.57 mile is on private right of way.

Total mileage: operated, proprietary, 2.69.

Ogdensburg Street Railway Company

Organization: Incorporated December 22, 1885, under the street surface railroad law of the State of New York.

Location of line: Extends in various directions in the city of Ogdensburg and immediate vicinity and to New York State Hospital.

State Street line, State street from city line to Ford, 1.25 miles single track; Heuvelton road from city line to cemetery, 0.50 mile single track.

State Hospital line, King street, 1.25 miles single track, New York avenue and Ford, 5.25 miles single track.

New York Central depot, 0.50 mile single track.

Rutland depot, 0.75 mile single track.

Total mileage: operated, proprietary, 9.50; also sidings, 0.50.

Oneida Railway Company

Organization: Incorporated May 14, 1885, under the name of The Oneida Railway Company of Oneida, N. Y., and name changed by order of Supreme Court dated August 4, 1903, to Oneida Railway Company.

Location of line: Extends in several directions in the city of Oneida to Wampsville, and by trackage over the West Shore railroad, Utica to Syracuse, where connections and traffic arrangements with the local systems are made by the through line to convenient points in both cities.

Main street, Oneida, Madison street to Seneca turnpike, 1.271 miles double track.

Lenox avenue, Oneida, Main street to West Shore railroad, 1.298 miles first track, 1.289 miles second track.

Central avenue, West street, Main street to Lenox avenue, 0.265 mile double track.

Wampsville, Lenox avenue to West Shore railroad, in town of Lenox, 2.012 miles single track, on private right of way.

Utica Connection, Genesee street to West Shore railroad right of way, 0.028 mile first track, 0.022 mile second track.

Syracuse Connection, West Shore railroad right of way to Burnet avenue, 0.173 mile double track, of which 0.140 mile is on private right of way.

Kenwood, Sherrill to Kenwood, 1.512 miles single track, of which 0.595 mile is on private right of way.

Tracks around Wolf Street shop, Syracuse, on Wolf, Fifth North, Sixth North, and Free streets, 0.310 mile single track.

Trackage: Utica to Syracuse, West Shore railroad right of way to Burnet avenue (West Shore Railroad Company), 44.096 miles double track, on private right of way.

Total mileage: operated, proprietary, 6.869; trackage, 44.096: 50.965.

The Orange County Traction Company

Organization: Incorporated October 16, 1901, as a reorganization of The Newburgh Electric Railway Company, incorporated February 27, 1894, as a reorganization of Newburgh Street Railway Company, incorporated January 16, 1886.

With The Newburgh Electric Railway Company, Newburgh and Orange Lake Railroad Company, incorporated May 4, 1894, and Walden and Orange Lake Railroad Company, incorporated October 15, 1894, were consolidated July 9, 1897.

Location of line: Extends in various directions in the city of Newburgh, and northerly to Balmville and westerly to Walden, via Orange lake.

Broadway division, West Newburgh to North street, 2.94 miles first track, 1 mile second track.

Liberty Street division, Broadway to Overlook place, 1 mile single track.

Bridge Street division, Renwick street to Quassaick bridge, 0.76 mile single track.

Balmville division, Broadway to Balmville, 2.35 miles single track, of which 1 mile is on private right of way.

Orange Lake division, West Newburgh to Orange lake, 4.64 miles single track, of which 1.02 miles are on private right of way.

Walden division, Orange lake to Walden, 5.55 miles single track.

Second Street division, Water street to Erie Railroad depot, 0.45 mile single track.

Total mileage: operated, proprietary, 17.69.

Otsego and Herkimer Railroad Company

Organization: Incorporated December 31, 1908, as a reorganization on a re-sale of Oneonta, Cooperstown and Richfield Springs Railway Company, incorporated September 10, 1887, under the general railroad act of New York, under the name of Oneonta and Otego Valley Railroad Company, the name of which was changed to Oneonta, Cooperstown and Richfield Springs Railway Company by order of the Supreme Court dated November 7, 1900.

Note: Oneonta and Mohawk Valley Railroad Company was also incorporated May 8, 1906, as a reorganization of Oneonta, Cooperstown and Richfield Springs Railway Company. (See above.)

Location of line: Extends in various directions in the city of Oneonta, Otsego county, and to Mohawk, Herkimer county, via Laurens, Hartwick, Richfield Springs, and Jordanville, with branch to Cooperstown and connection to tracks of The Delaware and Hudson Company.

Main line, Oneonta to Mohawk, 55.24 miles first track, 3 miles second track. Of the first track 49.46 miles, and all of second track, are on private right of way.

Cooperstown branch, Index to Cooperstown, 3.11 miles first track, 0.62 mile second track, of which first track 0.26 mile, and all of second track, are on private right of way.

Delaware and Hudson branch, Junction to Delaware and Hudson tracks, 1.08 miles single track, of which 0.02 mile is on private right of way.

East End, Broad street to East End, 1.28 miles single track.

Normal, Chestnut street to Normal school, 1.03 miles single track.

Delaware and Hudson depot, Main street to Delaware and Hudson depot, 0.18 mile single track.

Trackage: (Utica and Mohawk Valley railway) Mohawk to Herkimer, 1.40 miles (to West Shore depot, freight only); Mohawk to Utica, 15 miles (express and baggage only).

Total mileage: operated, proprietary, 61.92 (also 0.12 mile sidings); trackage, 16.40: 78.44.

The Paul Smith's Electric Light and Power and Railroad Company

Organization: Incorporated July 10, 1905, under the transportation corporations law of the State of New York, as The Paul Smith's Electric Light and Power Company; amended certificate filed under sec. 21 of the railroad law May 2, 1906, changing title to above.

On November 22, 1906, the Commission of Gas and Electricity consented that The Saranac Lake Light, Heat and Power Company, incorporated December 28, 1907, under the transportation corporations law, transfer its plant, property, and franchises to The Paul Smith's Electric Light and Power and Railroad Company.

Location of line: Extends from Lake Clear Junction to Paul Smith's, 7 miles single track.

Total mileage: operated, proprietary, 7.

Peekskill Lighting and Railroad Company

Organization: Incorporated July 12, 1900, under the transportation corporations law, under the name of Peekskill Lighting Company, the name of which was changed to Peekskill Lighting and Railroad Company by the filing of an amended certificate of incorporation under sec. 21 of the railroad law August 31, 1900.

The Peekskill Electric Light and Power Company, incorporated April 5, 1887, under the general manufacturing act of 1848 as amended, is said to have been merged with Peekskill Lighting Company July 18, 1900; Peekskill Gas Light Company, incorporated July 29, 1875, under the general manufacturing act of 1848, is said to have been merged with Peekskill Lighting Company August 18, 1900; and Peekskill Traction Company, incorporated April 15, 1898, under the railroad law, is said to have been merged September 1, 1900.

Location of line: Extends from New York Central and Hudson River Railroad depot, Peekskill, to Lake Mohegan, with branch to State Camp. Connecting with this branch is the Water Street branch (freight), also from South street, connecting with the main line to Verplanck.

Mohegan line (main line), New York Central and Hudson River Railroad depot to Lake Mohegan, 4.764 miles single track, of which 0.368 mile is on private right of way.

State Camp branch, Hudson avenue and above line to State Camp ferry, 0.791 mile single track.

Water Street branch (freight), Water street to freight depot connecting with State Camp branch, 0.66 mile single track.

Verplanck line, South street, connecting with Main line to Verplanck, 4.58 miles single track, of which 0.412 mile is on private right of way.

Total mileage: operated, proprietary, 10.201 (includes 0.66 miles freight branch).

Penn Yan, Keuka Park and Branchport Railway

Organization: Incorporated February 23, 1897, under the railroad law of New York.

Location of line: Extends from Penn Yan to Branchport, 8.50 miles first track, 0.82 mile second track; of the first track 1.50 miles, and all of the second track, are on private right of way.

Total mileage: operated, proprietary, 8.50.

Plattsburgh Traction Company

Organization: Incorporated May 27, 1896, under the railroad law of New York.

Location of line: Extends around city of Plattsburgh and to Bluff Point, 6.56 miles single track, of which 2.97 miles are on private right of way.

Total mileage: operated, proprietary, 6.56.

Port Jervis Traction Company

Organization: Incorporated September 17, 1909, under the railroad law of the State of New York, taking title to the electric railroad and appurtenances of Port Jervis Electric Light, Power, Gas and Railroad Company, incorporated November 22, 1901, as The Port Jervis Electric Light, Power and Gas Company, under the transportation corporations law, as a consolidation of The Port Jervis Light and Power Company, The Deerpark Electric Light Company of Port Jervis, and The Port Jervis Gas Company, certificate under sec. 21 of the then railroad law filed February 4, 1902, changing its name as above.

Location of line: Extended from Sparrowbush to Tristates (Port Jervis), about 4 miles, on Cahoonzie road, West Main street, Pike street, Front street, Jersey avenue, Fowler street, Ball street, and East Main street.

At the time of the report (June 30, 1910) the Traction company was a constructing company and was not operating. Of new track, 6800 feet had been laid with 70-lb. T-rail, leaving 14,552 feet to be torn up, and there was no overhead construction. Operation ceased June 9, 1910.

Poughkeepsie City and Wappingers Falls Electric Railway Company

Organization: Incorporated October 14, 1893, under the railroad law of New York, filing of certificate legalized by special act of the Legislature of the State of New York passed March 22, 1894 (chap. 156).

The Poughkeepsie City Railroad Company, incorporated by a special act of the Legislature of the State of New York passed May 6, 1869 (chap. 654), and reorganized October 26, 1877, as City Rail Road Company of Poughkeepsie, was merged with Poughkeepsie City and Wappingers Falls Electric Railway Company April 3, 1894.

The Poughkeepsie and Wappingers Falls Street Surface Railroad Company, incorporated November 25, 1892, under the railroad law, was merged with Poughkeepsie City and Wappingers Falls Electric Railway Company October 28, 1893.

South Avenue Surface Rail Road Company, incorporated November 3, 1890, under the street surface railroad law of New York, was merged August 31, 1893, with The Poughkeepsie and Wappingers Falls Street Surface Railroad Company.

Location of line: Extends in various directions in the city of Poughkeepsie, and southerly to the town of Poughkeepsie (Vassar College, Main Street division, also South Side division), and the village of Wappingers Falls.

Main Street division, Hudson river to city line, 1.92 miles first track, 1.14 miles second track; city line to Vassar College, 0.95 mile single track.

North Side division, Washington and Main streets to Smith and Main streets, 2.36 miles single track.

South Side division, Main and Market streets to city line on Hooker avenue, 0.91 mile single track; city line on Hooker avenue to city line on Grand avenue, 1.02 miles single track; city line on Grand avenue to city line on Grand avenue, 0.36 mile single track; city line on Grand avenue to Main street and Grand avenue, 0.05 mile single track.

Wappingers Falls division, Montgomery and Market streets to city line, 0.91 mile single track; city line to Wappingers Falls, 6.66 miles single track.

Total mileage: operated, proprietary, 15.14.

Putnam and Westchester Traction Company

Organization: Incorporated July 14, 1906, under the railroad law of the State of New York.

Location of line: Extends from Main and Division streets, Peekskill, northeasterly to or near the hamlet of Oregon, 4.135 miles single track, of which 1.123 miles are on private right of way.

Total mileage: operated, proprietary, 4.135.

Rochester & Manitou Railroad Company

Organization: Incorporated August 12, 1908, as a reorganization of Rochester, Charlotte and Manitou Railroad Company, incorporated March 21, 1895, in turn as a reorganization of The Grand View Beach Railroad Company, incorporated January 30, 1889, under the general railroad act of New York.

Location of line: Charlotte to Manitou Beach, 7.25 miles single track, of which 6.625 miles are on private right of way.

Total mileage: operated, proprietary, 7.25.

Rochester and Suburban Railway Company

Organization: Incorporated January 30, 1900, as a reorganization of Rochester and Irondequoit Railroad Company, incorporated May 22, 1893, under the railroad law of New York.

Location of line: Extends from Bay street, Rochester, to Sea Breeze, via Portland avenue, Ridge road, and private right of way, 5.87 miles first track, 4.38 miles second track; of which first track 2.65 miles, and of second track 2.66 miles, are on private right of way.

Total mileage: operated, proprietary, 5.87.

Rochester, Syracuse and Eastern Railroad Company

Organization: Incorporated November 7, 1901, under the railroad law of the State of New York.

Location of line: Extends from Rochester, Four Corners (trackage right to Culver road), through the counties of Monroe, Wayne, Ontario, Cayuga, and Onondaga, via Despatch, Fairport, Egypt, Macedon postoffice, Palmyra, Newark, Lyons, Savannah, Montezuma, Port Byron, and Jordan to Lake Shore Junction, with trackage right from Lake Shore Junction to Syracuse terminal.

Rochester, Culver road to Lake Shore Junction (Onondaga county), 79.25 miles double track, of which 72.01 miles are on private right of way, made up as follows:

City of Rochester, 1.33 miles double track, of which 1.06 miles are on private right of way.

County of Monroe, 11.93 miles double track, of which 9.69 miles are on private right of way.

County of Wayne, 37.06 miles double track, of which 32.69 miles are on private right of way.

County of Ontario, 2.18 miles double track, on private right of way.

County of Cayuga, 12.06 miles double track, of which 11.82 miles are on private right of way.

County of Onondaga, 14.69 miles double track, of which 14.57 miles are on private right of way.

Trackage rights: Rochester, Four Corners, to Culver road (New York State Railways), 2.63 miles double track;

Lakeshore Junction to Syracuse terminal (Syracuse, Lake Shore and Northern Railroad Company), 4.40 miles double track, of which 3.26 miles are on private right of way.

Total mileage: operated, proprietary, 79.25; trackage, 7.03: 86.28.

Saint Lawrence International Electric Railroad & Land Company

Organization: Incorporated February 19, 1900, as Saint Lawrence International Electric Company; amended certificate filed August 23, 1901, under sec. 21 of the then railroad law, changing title as above.

Location of line: Extends from Alexandria Bay to Redwood, 7.50 miles single track, of which 0.75 mile is on private right of way.

Total mileage: operated, proprietary, 7.50.

Schenectady Railway Company

Organization: Incorporated February 12, 1895, as a reorganization of Schenectady Street Railway Company, incorporated February 25, 1886, under the street surface railroad act of the State of New York.

Location of line: Extends in various directions in the city of Schenectady and to Watervliet avenue, Albany; thence by trackage right to Broadway, Albany, to Third avenue, Watervliet; thence by trackage right to Union Station, Troy, and to Ballston Junction; thence by trackage right to Broadway, Saratoga, also to terminals, Aqueduct and Rexford Flats, also to connections with the Fonda, Johnstown and Gloversville railroad at Boston and Maine undercrossing and the Scotia division (end of Mohawk and Ballston Avenue lines).

Schenectady division, all tracks inside of Schenectady city line, 18.67 miles first track, 11.45 miles second track; of the first track 0.27 mile, and 0.12 mile second track, are on private right of way.

Albany division, Schenectady city line to Schenectady-Albany county line, 2.36 miles double track.

Albany division, Schenectady-Albany county line to Albany city line, 7.45 miles double track.

Albany division, Albany city line to Watervliet avenue, Albany, 0.76 mile double track.

Troy division, Schenectady city line to Schenectady county line, 4.44 miles double track, of which 0.04 mile is on private right of way.

Troy division, Schenectady county line to Watervliet city line, 6.21 miles double track, of which 1.01 miles are on private right of way.

Troy division, Watervliet city line to Third avenue, Watervliet, 1.60 miles double track, of which 0.46 mile is on private right of way.

Saratoga division, Aqueduct Junction to Schenectady county line, 2.10 miles double track, on private right of way.

Saratoga division, Schenectady county line to Ballston Junction, Ballston, 10.72 miles double track, of which 10.03 miles are on private right of way.

Aqueduct division, Schenectady city line to terminal, Aqueduct, 1.62 miles first track, 1.47 miles second track, of which first and second track 1.01 miles are on private right of way.

Rexford Flats division, Alplaus Junction to Schenectady county line, 0.23 mile double track, on private right of way.

Rexford Flats division, Schenectady county line to terminal, Rexford Flats, 0.47 mile double track, on private right of way.

Fonda, Johnstown and Gloversville connections, north end Scotia bridge to Boston and Maine undercrossing, 1.05 miles first track, 1.03 miles second track, of which first and second tracks 0.62 mile is on private right of way.

Scotia division, north end Scotia bridge to end of Mohawk and Ballston Avenue lines, 2.10 miles first track, 0.56 mile second track, of which second track 0.34 mile is on private right of way.

Trackage: Albany division, Watervliet avenue to Broadway, Albany (United Traction Company), 2.51 miles first track, 2.46 miles second track; Troy division, Third avenue, Watervliet, to Union Station, Troy (United Traction Company), 1.52 miles first track, 0.82 mile second track; Saratoga division, Ballston Junction to Broadway, Saratoga (The Delaware and Hudson Company), 5.55 miles double track, on private right of way.

Total mileage: operated, proprietary, 59.78; trackage, 9.58: 69.36.

Shore Line Electric Railroad Company

Organization: Incorporated December 18, 1909, as a reorganization (in part) of Tarrytown, White Plains and Mamaroneck Railway Company (Parcel No. 3 at sale November 5, 1909). See Westchester Street Railroad Company for history of incorporation of Tarrytown, White Plains and Mamaroneck Railway Company.

Location of line: Extends from the intersection of Mamaroneck avenue and Boston Post Road, Mamaroneck, running southwesterly through the Boston Post Road to the northeasterly line of the village of Larchmont, 1.46 miles single track.

Total mileage: operated, proprietary, 1.46.

Syracuse and South Bay Electric Railroad Company

Organization: Incorporated March 11, 1907, under the railroad law of the State of New York.

Location of line: Syracuse city line to South Bay, 9.58 miles double track, on private right of way.

Trackage: Syracuse city line to common center (Syracuse Rapid Transit Railway Company), 2.60 miles double track.

Total mileage: operated, proprietary, 9.58; trackage, 2.60: 12.18.

Syracuse and Suburban Rail Road Company

Organization: Incorporated June 29, 1895, under the railroad law of the State of New York.

Location of line: Main line, Syracuse to Edwards Falls, 11.45 miles first track, 1.831 miles second track.

City line, City Line Junction to Seeley street, 0.458 mile single track.

Jamesville branch, Orville Junction to Jamesville, 3.31 miles single track.

Penitentiary branch, Dunlop Junction to Penitentiary, 0.654 mile single track.

Trackage: Montgomery street to New York Central depot, Syracuse (Syracuse Rapid Transit Railway Company), 0.339 mile double track.

Total mileage: operated, proprietary, 15.872; trackage, 0.339: 16.211.

Syracuse, Lake Shore and Northern Railroad Company

Organization: Incorporated September 9, 1905, under the railroad law.

Syracuse and Ontario Railroad, incorporated November 21, 1902 (see below), was merged with Syracuse, Lake Shore and Northern Railroad Company June 29, 1907.

NOTE: Syracuse and Ontario Railroad was a reorganization of Fulton and Oswego Falls Street Railway Company, incorporated September 21, 1885, under the street surface railroad law of the State of New York. Fulton and Oswego Falls Street Railway Company was consolidated March 10, 1896, with Oswego Street Railway Company (incorporated May 7, 1885) under the name of Lake Ontario and Riverside Railway Company.

The property of Oswego Traction Company, incorporated June 8, 1899, under the railroad law of New York as a reorganization of the above named Oswego Street Railway Company and Lake Ontario and Riverside Railway Company, was purchased by the Syracuse, Lake Shore and Northern Railroad Company February 18, 1909, from W. A. Holden, the purchaser thereof at mortgage foreclosure sale.

Location of line: Extends from Syracuse (common center) to Fulton and West Fulton. At Oswego the line extends in various directions in the city and to Oswego Beach and Minetto.

Main line, Syracuse common center to Fulton, Clinton, Noxon, Wallace, and Liberty streets and Belden avenue, Syracuse, East First street, Fulton, 27.43 miles first track, 15.69 miles second track; of which first track 23.62 miles, and of the second track 12.93 miles, are on private right of way.

Fulton division, East First street and Broadway to Delaware, Lackawanna and Western Railroad station, West Fulton, occupying Broadway, 0.51 mile single track.

Oswego Beach and Minetto, Oswego Beach to Minetto, occupying Bridge, East Fourth, and Syracuse streets, Oswego, and highways leading from Oswego to Oswego Beach (west) and Minetto (south), 7.96 miles single track, of which 0.35 mile is on private right of way.

Erie Street (Oswego), West First and Bridge streets to Erie and Erie and Hawley streets, West First and Erie streets, 1 mile single track.

Mitchell Street (Oswego), East Fourth and Bridge to Fifteenth and Mitchell, East Bridge, East Tenth, and Mitchell streets, 1.50 miles single track.

Classified by geographical divisions, the following is the result: City of Syracuse: 2.68 miles double track, of which 1.54 miles are on private right of way. County of Onondaga: 15.25 miles first track, 11.10 miles second track; of the first track 14.25 miles, and of second track 10.66 miles, are on private right of way. County of Oswego: 11.71 miles first track, 0.94 mile second track; of the first track 7.80 miles, and of the second track 0.43 mile, are on private right of way. City of Fulton, 2.04 miles first track, 0.97 mile second track; of the first track 0.37 mile, and of the second track 0.30 mile, are on private right of way. City of Oswego, 6.72 miles single track, of which 0.01 mile is on private right of way.

Total mileage: operated, proprietary, 38.40.

Syracuse Rapid Transit Railway Company

Organization: Incorporated May 21, 1896, under the railroad law of the State of New York; purchased July, 1896, The Syracuse Consolidated Street Railway Company, incorporated May 22, 1890, under the street surface railroad act, and September, 1896, Syracuse Street Railroad Company, incorporated April 19, 1893.

The Syracuse Consolidated Street Railway Company, above named, held by perpetual lease dated July 1, 1890, the lines of the following companies: viz, Third Ward Railway Company, incorporated February 26, 1886, under the street surface railroad law; Fourth Ward Railway Company of Syracuse, incorporated May 21, 1888, under the same act; Fifth Ward Railroad Company, incorporated October 3, 1867, under the general railroad act; Seventh Ward Railway Company of Syracuse, incorporated March 12, 1886, under the street surface railroad act; The Eleventh Ward Street Railway Company, incorporated March 7, 1889, under the same act; Genesee and Water Street Railroad Company, incorporated October 13, 1865, under the general railroad act; The Woodlawn and Butternut Street Railway Company, incorporated May 15, 1886, under the street surface railroad act; The Syracuse and Geddes Railway Company, incorporated July 10, 1863, under the authority of a special act of the Legislature of the State of New York passed May 4, 1863 (chap. 406); and The New Brighton and Onondaga Valley Railroad Company, incorporated June 3, 1869, under the general railroad act as authorized by a special act of the Legislature of the State of New York passed May 5, 1869 (chap. 580).

Syracuse Street Railroad Company above named held under lease dated 1894 The People's Railroad Company of Syracuse, incorporated April 25, 1887, which in turn held under lease dated 1890 the line of The Central City Railway Company, incorporated May 1, 1860, under authority of a special act of the Legislature of the State of New York passed April 19, 1859 (chap. 483), and also under lease dated 1890 the line of The Syracuse and Onondaga Railway Company, incorporated September 5, 1863, under authority of a special act of the Legislature of the State of New York passed April 29, 1863 (chap. 340).

The line of East Side Traction Company, incorporated January 14, 1899, under the street surface railroad act, is held under lease dated August 7, 1899, by Syracuse Rapid Transit Railway Company.

The East Side Traction Company purchased in 1899 the Syracuse and East Side Railway Company, incorporated August 30, 1894, which in turn was the purchaser in 1894 of The Syracuse, Eastwood Heights and Dewitt Railway Company, incorporated September 6, 1889, under the street surface railroad law of New York.

Location of line: Extends in various directions in Syracuse and to Onondaga Valley, Liverpool, Solvay, East Syracuse, Minoa, and Rockwell Springs. City lines are given in detail.

North and South Salina, Iron Pier to city line, 4.77 miles double track. City line to Onondaga Valley, 1.53 miles first track, 1.03 miles second track.

East Genesee and Grace, Euclid avenue loop to Avery avenue, 6.48 miles first track, 5.74 miles second track; of the first track 0.25 mile, and of the second track 0.24 mile, are on private right of way.

Solvay and West Genesee, Bridge street to city line, 5.33 miles first track, 3.84 miles second track. City line to Darrow avenue, 1.43 miles first track, 0.90 mile second track.

Elmwood and Valley, Elsner street to city line, 4.71 miles first track, 3.37 miles second track. City line to Onondaga Valley, 0.69 mile first track, 0.06 mile second track.

Grape Street, South Salina street to Oakwood cemetery, 1.68 miles first track, 0.34 mile second track.

Liverpool, city line to Liverpool, 0.62 mile first track, 0.05 mile second track; of the first track 0.13 mile, and of the second track 0.02 mile, are on private right of way (on leased land, track owned by company). North Salina street to city line, 2.48 miles single track; of this 0.63 mile is on private right of way.

Wolf Street, North Salina street to Seventh North street, 0.94 mile double track.

Court Street, North Salina street to Third North street, 0.66 mile first track, 0.61 mile second track.

Midland, South Salina street to city line, 1.77 miles double track.

Butternut (including North Salina to Townsend), Erie canal to Woodland cemetery, 2.53 miles first track, 2.16 miles second track.

Hawley (including Burnet avenue, Oak to Lodi), James street to city line, 1.71 miles first track, 1.15 miles second track. City line to Chesborough avenue, 0.05 mile double track.

Crouse Avenue, East Genesee street to University place, 0.51 mile first track, 0.04 mile second track.

Bellevue, South avenue to Fellows avenue, 1.33 miles first track, 1.29 miles second track.

Park, Pond and Spring, Butternut street to Kirkpatrick street, 0.84 mile first track, 0.79 mile second track.

Shonnard Street, Slocum avenue to Oswego street, 0.12 mile double track.

Common center, West Water, East Jefferson, and Robbers' Row, 0.19 mile double track.

Minoa Line, East Syracuse to town line, 1.41 miles single track, all on private right of way (leased land, track owned by company). Town line to Minoa, 1.92 miles single track, of which 1.64 miles are on private right of way (on leased land, track owned by company).

Rockwell Springs, East Onondaga to Rockwell Springs, 1.69 miles single track, 0.03 mile second track.

East Syracuse, leased line (East Side Traction Company, lessor), James street to city line, 2.57 miles single track, 0.83 mile second track. City line to East Syracuse, 2.68 miles single track.

Eastwood, leased line (East Side Traction Company, lessor), Chesborough avenue to Boston street, 1.19 miles single track, 0.03 mile second track (0.33 mile track not operated).

Trackage: East Fayette street (Syracuse and Suburban railroad), Montgomery street to State street, 0.09 mile double track.

Total mileage: operated, proprietary, 45.39; leased, 6.44 (on the Eastwood line, 0.33 mile track is unused); trackage rights, 0.09: 51.92.

Troy and New England Railway Company

Organization: Incorporated December 27, 1889, under the general railroad act of the State of New York.

Location of line: Extends from city of Troy to Averill Park.

Troy City Line to Averill Park, 7.9905 miles single track, all on private right of way.

City of Troy, 0.1055 mile single track.

Total mileage: operated, proprietary, 8.096.

Union Railway Company of New York City

Organization: Incorporated July 5, 1892, as a consolidation of Harlem Bridge, Morrisania and Fordham Railway Company, incorporated May 16, 1863 (further certificate filed July 1, 1863), under the general railroad law, by authority of a special act of the Legislature passed May 2, 1863 (chap. 361), The Melrose and West Morrisania Rail Road Company, incorporated August 19, 1886, and The North Third Avenue and Fleetwood Park Railroad Company, incorporated January 27, 1890.

By order of the United States Circuit Court dated March 31, 1908, and April 6, 1908, Frederick W. Whitridge was appointed receiver.

Location of line: Extends in various directions in the upper part of the boroughs of Manhattan and The Bronx, city of New York, with trackage right of the Williamsbridge line to First street and First avenue in the city of Mount Vernon.

Trackage: Williamsbridge line, 177th street and Third avenue, along 177th street, Morris Park avenue, and White Plains avenue, in the city of New York; Lincoln avenue and First street to First avenue in the city of Mount Vernon: all double track. From 233rd street and White Plains road to First avenue in Mount Vernon, operation is over tracks of Westchester Electric Railroad Company, 3.878 miles measured as single track, of which 1.758 miles are within the city of Mount Vernon.

Mileage: line extending into Second District, trackage, 3.878 (measured as single track). City of Mount Vernon, 1.758.

United Traction Company

Organization: Incorporated December 30, 1899, as a consolidation of The Albany Railway, incorporated September 14, 1863, under the general railroad act of New York; Troy City Railway Company, incorporated January 31, 1866, under the name of Troy and Albany Horse Rail Road Company, under the general railroad act of New York, the name of which was changed by order of the Supreme Court of the State of New York dated June 20, 1891, to Troy City Railway Company; and The Watervliet Turnpike and Railroad Company, incorporated under the name of The Watervliet Turnpike Company, by a special act of the Legislature of New York passed March 31, 1828 (chap. 141), and name changed to The Watervliet Turnpike and Railroad Company by a special act of the Legislature of New York passed April 15, 1862 (chap. 233, sec. 13).

Location of line: Extends in various directions in and connects the cities of Albany, Troy, Watervliet, and Cohoes, and to the incorporated village of Waterford, Saratoga county.

City of Albany, 18.05 miles first track, 11.20 miles second track; of the first track, 1.70 miles are on private right of way.

County of Albany, Kenwood to Albany city line, 0.29 mile single track.

County of Albany, Albany city line to Watervliet city line, 2.50 miles double track, on private right of way.

County of Albany, Watervliet city line to Green Island depot, 0.16 mile double track.

City of Watervliet, 2.56 miles first track, 2.49 miles second track.

City of Cohoes, 0.51 mile single track.

City of Troy, 16.27 miles first track, 13.85 miles second track.

County of Saratoga, Troy city line to Cohoes city line, 1.04 miles first track, 0.70 mile second track.

Leased lines: city of Troy (Troy and Cohoes Railroad Company, lessor), 0.12 mile double track.

County of Albany, Troy city line to Cohoes city line (Troy and Cohoes Railroad Company, lessor), 1.99 miles first track, 1.44 miles second track.

City of Cohoes (Troy and Cohoes Railroad Company, lessor), 1.47 miles first track, 0.15 mile second track.

City of Troy (Lansingburgh and Cohoes Railroad Company, lessor), 0.14 mile double track.

City of Cohoes (Lansingburgh and Cohoes Railroad Company, lessor), 0.96 mile first track, 0.31 mile second track.

City of Cohoes (Waterford and Cohoes Railroad Company, lessor), 0.43 mile single track.

County of Saratoga, Cohoes city line to Waterford (Waterford and Cohoes Railroad Company, lessor), 1.45 miles first track, 0.34 mile second track.

City of Albany (The Capitol Railway, lessor), 1.29 miles double track.

Trackage: County of Albany, Watervliet city line to Cohoes city line (Cohoes Railway Company), 1.05 miles single track; city of Cohoes (Cohoes Railway Company), 5.20 miles first track, 0.50 mile second track.

Total mileage: operated, proprietary, 41.38; leased, 7.85; trackage, 6.25: 55.48.

Utica and Mohawk Valley Railway Company

Organization: Incorporated November 27, 1901, as a consolidation of The Utica Belt Line Street Railroad Company, incorporated February 15, 1886, under the general railroad law of New York, and The Utica and Mohawk Railroad, incorporated January 8, 1874, as a reorganization of The Utica and Mohawk Street Railroad Company, incorporated June 30, 1869, under authority of a special act of the Legislature of the State of New York passed May 17, 1869 (chap. 894).

On November 27, 1901, the following companies were merged with Utica and Mohawk Valley Railway Company: The Utica Suburban Railway Company, incorporated under the general railroad law April 11, 1896; Herkimer, Mohawk, Ilion and Frankfort Electric Railway, incorporated February 5, 1895, as a consolidation of The Mohawk and Ilion Horse Rail Road Company, incorporated April 12, 1870, The Herkimer and Mohawk Street Rail Road Company, incorporated March 3, 1871, and Frankfort and Ilion Rail Road Company, incorporated May 9, 1871, all under the general railroad act of New York; The Deerfield and Utica Railroad Company, incorporated May 8, 1888, as a reorganization of Utica and Deerfield Street Rail Road Company, incorporated February 6, 1871, under the general railroad act of New York; Little Falls and Herkimer Street Railway Company, incorporated February 6, 1895, under the general railroad law of New York; Frankfort and Utica Street Railway Company, incorporated February 2, 1895, under the railroad law of New York.

On June 29, 1907, Rome City Street Railway Company, incorporated December 22, 1885, under the street surface railroad act of New York, was also merged with Utica and Mohawk Valley Railway Company.

Location of line: Extends from Main Street car-house, Utica, via New Hartford to Clinton (Utica-Clinton line), with branches to Forest Park (Cemetery line) and Capron, and from Little Falls, via Herkimer, Mohawk, Ilion, Frankfort, Utica, Yorkville, Whitesboro, and Oriskany to Rome (Rome-Little Falls line), with branches to New York Mills and Summit Park. The Deerfield line is operated independently. Branch city lines are described in detail.

Rome-Little Falls line: Main line: Columbia-Whitesboro, Genesee street, Utica, to Westmoreland street, Whitesboro, leased line (Utica, Clinton and Binghamton Railroad Company, lessor), 3.750 miles; Westmoreland street to Bradley Bridge, 1.208 miles; total, 4.958 miles first track, 1.255 miles second track, 0.021 mile other main track. Of this, 0.134 mile double track is on private right of way.

LaFayette and Whitesboro streets, Genesee street to Saratoga street, Utica, 0.883 mile single track, 0.039 mile second track, 0.008 mile other main track.

Whitesboro, South Side, Half-way bridge to Bradley bridge, 3.154 miles double track, of which 2.563 miles are on private right of way.

Oriskany division, Bradley bridge to right of way, Oriskany, 2.114 miles double track, 0.033 mile other main track.

Rome division, Oriskany to Rome Loop, 7.449 miles double track, 0.105 mile other main track; of the double track, 7.036 miles are on private right of way.

Bleecker Street line, Genesee street, Utica, to easterly city line, 2.429 miles double track.

Frankfort division, Utica city line (east) to West Shore at Frankfort Junction, 8.617 miles double track, 0.579 mile other main track; of the double track, 8.355 miles are on private right of way.

Herkimer, Mohawk, Ilion and Frankfort, Main street, Herkimer, to Litchfield street, Frankfort, 6.076 miles first track, 1.434 miles second track, 0.112 mile other main track; of the first track 4.218 miles, and of the second track 0.907 mile, are on private right of way.

Little Falls division, Main street, Herkimer, to corner Main and John streets, Little Falls, 8.118 miles first track, 6.840 miles second track, 0.151 mile other main track, of which 5.596 miles first and second track are on private right of way.

Trackage: West Shore railroad, Frankfort Junction tower to Mohawk Junction tower, 2.578 miles double track, all on private right of way of West Shore railroad.

Branches: New York Mills, Yorkville to Burr-stone Mill, leased line (Utica, Clinton and Binghamton Railroad Company, lessor), 1.777 miles, Burr-stone Mill to center Golf Grounds loop, 0.903 mile: total, 2.680 miles first track, 0.329 mile second track, of which 0.059 mile first track and 0.160 mile second track are on private right of way.

Summit Park, Whitesboro road to Summit Park, 1.158 miles first track, 0.229 mile second track; of the first track 0.794 mile, and of the second track 0.181 mile, are on private right of way.

Lincoln Avenue line, Columbia street, Utica, to store yard, 1.604 miles single track, 0.060 mile second track, 0.015 mile other main track.

West Avenue (formerly Philip Street line), Columbia Square to Ash street, Utica, 0.788 mile single track.

Varick Street, LaFayette street to Columbia street, Utica, 0.085 mile single track (not in operation).

Mohawk Street division, Bleecker street to Pleasant street, Utica, 1.545 miles first track, 1.543 miles second track, 0.153 mile other main tracks; of the first and second tracks, 0.038 mile is on private right of way.

Utica-Clinton line: Main line: Genesee street, Main Street car-house to New Hartford, leased line (Utica, Clinton and Binghamton Railroad Company, lessor), 3.996 miles double track, 0.169 mile other main track; of the second track, 0.029 mile is on private right of way.

Clinton division, New Hartford to Clinton loop, 5.396 miles first track, 1.223 miles second track, 0.099 mile other main track; of the first track 2.461 miles, and of the second track 0.235 mile, is on private right of way.

Branches: Blandina Street, Genesee street to West Shore railroad, Utica, 1.666 miles single track, 0.186 mile second track.

Cemetery line, Genesee street to Forest Park, 1.054 miles single track, 0.152 mile second track; of the first track, 0.119 mile is on private right of way.

Capron line, New Hartford to Capron, 0.718 mile single track, 0.048 mile second track.

South Street, Blandina street to West Shore railroad, Utica, 1.447 miles single track, 0.172 mile second track.

Eagle Street, Genesee street to Grove place on Steuben street, Utica, 1.243 miles single track, 0.259 mile second track.

Elm Street, Eagle street to West Shore railroad on Oneida street, Utica, 0.921 mile single track, 0.082 mile second track.

Deerfield line: old Mohawk River bridge to end of Schuyler road, 1.99 miles single track, 0.076 mile second track.

Rome City system: John Street car-house to ends of all lines, 6.095 miles single track, 0.601 mile second track, 0.027 mile other main tracks.

Total mileage: operated, proprietary, 66.576; leased, 9.523; not operated, 0.085; trackage rights, 2.578: 78.762.

Wallkill Transit Company

Organization: Incorporated March 30, 1905, as a reorganization of Middletown-Goshen Electric Railway Company, incorporated October 20, 1899, as a reorganization of Middletown-Goshen Traction Company, incorporated June 22, 1895, as a consolidation of Middletown-Goshen Traction Company, incorporated June 10, 1893, under the railroad law of New York, and Middletown-Bloomingburgh Electric Railway Company, incorporated April 10, 1895, under the railroad law of New York.

Location of line: In city of Middletown, and extends to Goshen.

Goshen line, from Franklin square, Middletown, to Grand street, Goshen, 7.40 miles single track, of which 4.70 miles are on private right of way.

State Hospital line, Franklin square to east gate of hospital grounds, 1.93 miles single track.

North Street and Academy Avenue, from northerly city limits to southerly city limits, 2.26 miles single track.

Total mileage: operated, proprietary, 11.59.

Warren and Jamestown Street Railway Company

Organization: Incorporated July 9, 1902, under the name of Warren and Jamestown Electric Railroad Company, under the railroad law of New York, and consolidated and merged March 7, 1904, with The Warren and Jamestown Electric Street Railway Company, incorporated under the laws of the State of Pennsylvania May 20, 1902, under the name of Warren and Jamestown Street Railway Company.

Location of line: Extends from Jamestown, via Frewsburg, to Warren, Penna. (trackage 1.50 miles), 20 miles single track, of which 15.42 miles are on private right of way; that portion within the State of New York is 10 miles, of which 8 miles are on private right of way.

Trackage: Warren refinery, North Warren, to car-barns (Warren Street Railway Company), 1.50 miles.

Total mileage: operated, proprietary, 20; includes line in State of Pennsylvania; trackage, 1.50: 21.50.

The Waverly, Sayre and Athens Traction Company

Organization: Incorporated December 19, 1894, as a consolidation under the railroad law of New York and act of Pennsylvania of March 24, 1864, of The Susquehanna Valley Electric Traction Company, incorporated January 11, 1893, under the railroad law of New York, and The Waverly, Sayre and Athens Electric Traction Company, incorporated by letters patent of the State of Pennsylvania issued January 23, 1893, under act of May 14, 1889 (P. L. 211).

Location of line: Extends in various directions in the village of Waverly and to Sayre, Penna., and Athens, Penna.

State line or Cayuta avenue, Waverly, to and through Broad and Elmira streets to state line on Elmira street, 1.34 miles single track.

Corner Broad and Chemung streets through Chemung, Ithaca and Cayuta streets to corner Broad and Cayuta, 1.67 miles single track.

Corner Broad and Pine streets, through Pine, Clinton, Center, and Williams streets to corner Williams and Chemung, 1.32 miles single track.

Line in Pennsylvania: Waverly, Sayre and Athens Traction Company, road outside the State of New York, 6.02 miles single track.

Leased line: Sayre Railway Company, road outside the State of New York, 1.50 miles single track, of which 0.14 mile is on private right of way.

Total mileage: in New York: operated, proprietary, 4.33; in Pennsylvania: operated, proprietary, 6.02; leased, 1.50: 11.85.

The Westchester Electric Railroad Company, J. Addison Young, Receiver

Organization: J. Addison Young appointed receiver January 18, 1908, by order of the Supreme Court, Westchester county.

The Westchester Electric Railroad Company was incorporated March 27, 1891, under the street surface law of the State of New York.

On June 2, 1893, The Mount Vernon and Eastchester Railway Company, incorporated November 14, 1887, as a reorganization of Mount Vernon and East Chester Rail Road Company, incorporated August 12, 1885, and The New Rochelle Railway and Transit Company, incorporated September 12, 1890, as a reorganization of New Rochelle and Pelham Railway Company, incorporated August 22, 1885, and New Rochelle Street Horse Railroad Company, incorporated September 25, 1885 (also merged June 29, 1888, with above named New Rochelle and Pelham Railway Company), were merged with the Westchester Electric Railroad Company.

Location of line: Extends in various directions in the cities of Mount Vernon and New Rochelle and to Larch-

mont, Invermere (New York city), Eastchester, Tuckahoe, Pelham Manor, North Pelham, and Bronx river, with trackage rights to 177th Street subway, New York, and Bronx Park station of the Third Avenue elevated.

Nineteenth avenue and White Plains road, Bronx, to Larchmont, 7.596 miles first track, 4.631 miles second track.

South Fifth avenue and Third street, Mount Vernon, to Invermere, New York city, 2.221 miles first track, 0.305 mile second track.

East Third avenue and South Fulton avenue, Mount Vernon, to north end Fifth avenue, North Pelham, 2.106 miles first track, 0.147 mile second track.

First street and Eleventh avenue, Mount Vernon, to Harlem station, Mount Vernon, 0.367 mile first track, 0.303 miles second track.

Sixth street and Fifth avenue, Mount Vernon, to Sixth street and Fulton avenue, Mount Vernon, 0.371 mile double track.

First street and First avenue, Mount Vernon, to First street and Fifth avenue, Mount Vernon, 0.207 mile double track.

First street and Fourth avenue, Mount Vernon, to Third street and Fourth avenue, Mount Vernon, 0.355 mile single track.

First street and Fourth avenue, Mount Vernon, to north line town of Eastchester, 5.263 miles first track, 0.178 mile second track.

Midland avenue and Main street, Tuckahoe, to Tuckahoe station, 0.398 mile single track.

Colonial avenue and Wolf's lane, Pelham, to Third street and Wolf's lane, 0.202 mile single track.

Boston turnpike, Pelham Manor, to Pelham Manor station, 0.454 mile single track.

Main street, New Rochelle, to Glen Island, New Rochelle, 1.051 miles single track, 0.785 mile second track.

Huguenot street, New Rochelle, to west end of Mayflower avenue, New Rochelle, 1.738 miles first track, 0.059 mile second track.

Huguenot street, New Rochelle, to Parsons Corners, Eastchester, 4.074 miles first track, 0.238 mile second track.

Main street, New Rochelle, to Hudson park, New Rochelle, 0.649 mile first track, 0.059 mile second track.

North avenue, New Rochelle, to point on Fifth avenue, New Rochelle, 0.778 mile single track.

Main and Lawton streets, New Rochelle, to Huguenot street, New Rochelle, 0.431 mile single track.

Main and Rose streets, New Rochelle, to Huguenot and Lawton streets, New Rochelle, 0.231 mile single track.

Mechanic and Huguenot streets, New Rochelle, to New York, New Haven and Hartford railroad, 0.038 mile single track.

Fulton avenue and Sixth street, Mount Vernon, to carbarns, Hutchinson river, Eastchester, 0.554 mile double track.

North street and Carey avenue, Mount Vernon, to North street and Fourth avenue, Mount Vernon, 0.113 mile single track.

Harlem railroad and Mount Vernon avenue to Bronx river, 0.10 mile double track.

Tuckahoe station to Bronx river, 0.331 miles single track.

Fourth street and Hutchinson river, North Pelham, to Fourth street and Eighth avenue, 0.344 mile single track.

Tracks operated but not owned: Lawton street, corner Main street, to Lawton street, corner Huguenot street, New Rochelle, and North avenue, corner Fifth avenue, to terminal line of Fifth avenue, New Rochelle (New York, Westchester and Connecticut Traction Company), 0.826 mile single track.

First street and North Third avenue to North street, Mount Vernon (Westchester Street Railroad Company), 0.294 mile single track.

Trackage: Nineteenth avenue and White Plains road, New York city, to 177th Street subway, New York city (Union Railway Company of New York City), 4.412 miles double track.

White Plains road and Olin avenue, New York city, to Bronx Park station, Third Avenue elevated (Union Railway Company of New York City), 1.200 miles double track.

Total mileage: operated, proprietary, 29.972; trackage, etc., 6.732: 36.704.

The Westchester Street Railroad Company

Organization: Incorporated December 1, 1909, as a reorganization of Tarrytown, White Plains and Mamaroneck Railway Company, incorporated May 4, 1892, under the name of The New York, Elmsford and White Plains Railway Company (amended certificate filed September 6, 1894); name changed by order of the Supreme Court dated January 29, 1898, as above.

Location of line: Extends from White Plains westerly to Tarrytown, southeasterly to Mamaroneck, and southerly to Mount Vernon town line, via Scarsdale and Eastchester, with line Fair grounds to Mount Calvary cemetery (White Plains); also North Street line, Westchester avenue, to village line White Plains; also Silver Lake line, from Mamaroneck and Railroad avenues to Silver Lake casino.

Tarrytown, railroad crossing White Plains to Cortland street, Tarrytown, 6.33 miles single track.

Mount Calvary Cemetery, Fair grounds to Mount Calvary cemetery, 1.15 miles single track.

Mamaroneck, railroad crossing White Plains to dock, Mamaroneck, 6.96 miles single track.

Silver Lake, Mamaroneck and Railroad avenues to Silver Lake casino, 1.69 miles single track.

Westchester Avenue, Broadway to town line White Plains, 0.59 mile single track.

North Street, Westchester avenue to village line White Plains, 0.53 miles single track.

Mount Vernon, Railroad avenue and Grove street (Scarsdale-Eastchester), town line, 4.12 miles single track.

Total mileage: operated, proprietary, 21.37.

Western New York and Pennsylvania Traction Company

Organization: Incorporated November 16, 1906, as a consolidation under the laws of New York of The Olean Street Railway Company, incorporated April 12, 1880, under the general railroad act of New York, and Bradford Street Railroad Company, incorporated June 18, 1906, under the laws of Pennsylvania, as a reorganization of Bradford Electric Street Railway Company, incorporated under the laws of Pennsylvania.

Rock City Railroad Company, incorporated July 14, 1906, as a reorganization of Olean, Rock City and Bradford Railroad Company, incorporated July 2, 1897, under the laws of New York, as a consolidation of Olean, Rock City and Bradford Railroad Company, organized under the laws of the State of Pennsylvania, and a corporation of

the same name incorporated February 26, 1897, under the laws of the State of New York, was consolidated November 12, 1906, with Olean Street Railway Company, under the name of the latter.

Location of line: Extends from Olean, Cattaraugus county, easterly to Bolivar, Allegany county, westerly to Salamanca and Little Valley, Cattaraugus county, and southerly to state line (Rock City division); also Seneca Junction, Cattaraugus county, to state line (Bradford-Carrollton division). There are local lines not included in the above in Olean and Salamanca.

In Pennsylvania, the Rock City division extends to Bradford and the Bradford-Carrollton division to Clarksdale. The Shingle House branch extends from state line to Shingle House, Penna. There is also a line from Bradford to Lewis Run, and local lines in Bradford.

City of Olean, local, not included in the different lines, 2.99 miles first track, 0.29 mile second track.

Olean to Bolivar, including Shingle House branch in State of New York, 18.52 miles single track, of which 6.32 miles are on private right of way.

Olean to Salamanca, 18.55 miles single track, of which 11.21 miles are on private right of way.

Olean to state line, Rock City division, 11.23 miles single track, of which 10.51 miles are on private right of way.

Seneca Junction to state line, Bradford-Carrollton division, 7.10 miles single track, of which 5.80 miles are on private right of way.

Salamanca, local, not included in different lines, 2.52 miles single track, of which 0.10 mile is on private right of way.

Salamanca to Little Valley, 8.36 miles single track, of which 6.71 miles are on private right of way.

Lines in Pennsylvania: State line to Bradford, Rock City division, 8.56 miles single track, of which 6.11 miles are on private right of way.

State line to Clarksdale, Bradford-Carrollton division, 1.81 miles single track, of which 1.57 miles are on private right of way.

Bradford, local, not included in different lines, 2.36 miles single track.

Bradford to Lewis Run, 5.97 miles single track, of which 0.72 mile is on private right of way.

Leased line: Shingle House railroad, state line to Shingle House, 4.60 miles single track, of which 3.78 miles are on private right of way.

Total mileage: in New York: operated, proprietary, 69.27; in Pennsylvania: operated, proprietary, 18.70; leased, 4.60: 92.57.

The Yonkers Railroad Company, Leslie Sutherland, Receiver

Organization: Leslie Sutherland was appointed permanent receiver of The Yonkers Railroad Company May 5, 1909, by order of the Supreme Court, Westchester county.

The Yonkers Railroad Company was incorporated January 7, 1886, under the street surface railroad law of New York.

With the Yonkers Railroad Company, The North and South Electric Railway Company, incorporated July 9, 1894, and Yonkers and Tarrytown Electric Railroad Company, incorporated February 24, 1896, were consolidated April 1, 1896, under the name of The Yonkers Railroad Company.

Location of line: Extends in various directions in the city of Yonkers, and to Hastings, Tuckahoe, Mount Vernon, and Broadway and 242nd street, New York city (trackage).

Broadway line, Main street and New York Central and Hudson River railroad to Broadway and south city line, Yonkers, 1.90 miles double track.

McLean Avenue line, New Main street and Getty Square to New Main street and South Broadway, 0.55 mile first track, 0.43 mile second track.

McLean Avenue line, McLean avenue and South Broadway to McLean avenue, to Bronx River road, 2.90 miles double track.

Riverdale line, Riverdale avenue and Main street to Riverdale avenue and south city line, Yonkers, 1.47 miles first track, 0.10 mile second track.

Hastings line, Warburton avenue and Main street to terminus at Hastings, 5.36 miles first track, 0.47 mile second track.

Park Avenue line, Palisade avenue and Getty Square to terminus at Roberts avenue, 2.12 miles first track, 0.19 mile second track.

Elm and Walnut street, Elm street and Palisade avenue to Elm street and Nepperhan avenue, 0.14 mile single track; Elm street and Nepperhan avenue to terminus, Lake avenue and Saw Mill River road, 1.24 miles first track, 0.04 mile second track.

Tuckahoe, Nepperhan avenue and New Main street to Bronx river at Tuckahoe, 4.54 miles first track, 0.37 mile second track. (See "Track operated but not owned".)

Mount Vernon line, Yonkers avenue and Nepperhan avenue to Bronx river at Mount Vernon, 3.16 miles first track, 0.97 mile second track. (See "Track operated but not owned".)

McLean Avenue line, Bronx River road and McLean avenue to Bronx River road and Yonkers avenue, city, 1.08 miles double track.

Jerome Avenue line, Central avenue and Yonkers avenue to Central avenue and south city line, 1.42 miles double track.

Track operated but not owned: Kingsbridge line, Broadway and city line to Broadway and 242nd street (Receiver of Union Railway Company of New York City), 1.54 miles double track; Tuckahoe line, Bronx River and Tuckahoe roads to Tuckahoe station (Receiver of Westchester Electric Railroad Company), 0.33 mile single track.

Mount Vernon line, Bronx river to Mount Vernon avenue, to West Mount Vernon station (Receiver of Westchester Electric Railroad Company), 0.10 mile double track.

Total mileage: operated, proprietary, 25.88; track operated, 1.97: 27.85.

OPERATING ELECTRIC RAILROAD CORPORATIONS

The figures following the name give the order in which the corporation appears in the following tables:

Adirondack Lakes' Traction Company, The 74
Albany and Hudson Railroad Company (Receiver) [1] 35
Albany Southern Railroad Company [1] 22
Auburn and Northern Electric Railroad Company 50
Auburn and Syracuse Electric Railroad Company 14
Binghamton Railway Company 17
Black River Traction Company, The 40
Buffalo and Depew Railway Company 67
Buffalo and Lake Erie Traction Company 8
Buffalo and Williamsville Electric Railway Company, The 53
Buffalo, Lockport and Rochester Railway Company (Corporation) 19
Buffalo, Lockport and Rochester Railway Company (Receivers) 19½
Buffalo Southern Railway Company, The 44
Catskill Electric Railway Company [2] 79
Operated by W. C. Wood.
Catskill Traction Company [2] 77
Chautauqua Traction Company, The 27
Cohoes Railway Company 36
Corning and Painted Post Street Railway 47
Cortland County Traction Company, The 38
Crosstown Street Railway Company of Buffalo 7
Eastern New York Railroad Company 58
Electric City Railway Company, The 65
Elmira and Seneca Lake Traction Company 45
Elmira, Corning and Waverly Railway 54
Elmira Water, Light and Railroad Company 21
Fishkill Electric Railway Company, The 48
Fonda, Johnstown and Gloversville Railroad Company [3] 11
Geneva and Auburn Railway Company 32
Glen Cove Rail Road Company, The 63
Hoosick Falls Railroad Company, The 78
Hornellsville and Canisteo Railway Company, The [4] 73
Hornellsville Electric Railway Company, The [4] 75
Hornell Traction Company [4] 57
Hudson River and Eastern Traction Company 62
Hudson Valley Railway Company 9
Huntington Railroad Company 51
International Railway Company 1
Ithaca Street Railway Company 30
Jamestown Street Railway Company 23
Kingston Consolidated Railroad Company 28
Nassau County Railway Company 68
Newark and Marion Railway Company 66
New Paltz, Highland and Poughkeepsie Traction Company 60
New York and North Shore Traction Company, The 49
New York and Stamford Railway Company 20
New York State Railways 2
Niagara Gorge Railroad Company, The 26
Northport Traction Company, The 71
Ogdensburg Street Railway Company 52
Oneida Railway Company 15
Orange County Traction Company, The 25
Otsego and Herkimer Railroad Company 24
Paul Smith's Electric Light and Power and Railroad Company, The 72
Peekskill Lighting and Railroad Company 42
Penn Yan, Keuka Park and Branchport Railway 56
Plattsburgh Traction Company 59
Port Jervis Traction Company 76
Poughkeepsie City and Wappingers Falls Electric Railway Company 29
Putnam and Westchester Traction Company 70
Rochester & Manitou Railroad Company 61
Rochester and Suburban Railway Company 41
Rochester, Syracuse and Eastern Railroad Company 12
Saint Lawrence International Electric Railroad & Land Company 69
Schenectady Railway Company 6
Shore Line Electric Railroad Company 80
Syracuse and South Bay Electric Railroad Company 46
Syracuse and Suburban Rail Road Company 31
Syracuse, Lake Shore and Northern Railroad Company 18
Syracuse Rapid Transit Railway Company 4
Tarrytown, White Plains and Mamaroneck Railway Company [5] 37
Troy and New England Railway Company 55
United Traction Company 3
Utica and Mohawk Valley Railway Company 5
Wallkill Transit Company 43
Warren and Jamestown Street Railway Company 34
Waverly, Sayre and Athens Traction Company, The 39
Westchester Electric Railroad Company, The 13
Westchester Street Railroad Company, The 33
Western New York and Pennsylvania Traction Company 16
Yonkers Railroad Company, The 10

UNINCORPORATED OPERATING RAILROAD

John Johnston [6] 64

SUPPLEMENTAL (see page 283)

Babylon Railroad Company
Bennington and North Adams Street Railway Company
Catskill Electric Railway Company
Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company
Great South Bay Ferry Company
Lima-Honeoye Electric Light and Railroad Company
Mount Beacon-on-Hudson Hotel Company
Operating Mount Beacon Incline Railway
Oneonta and Mohawk Valley Railroad Company
Port Jervis Electric Light, Power, Gas and Railroad Company
Rochester and Eastern Rapid Railway Company
Rochester Railway Company

Note: For Keeseville, Ausable Chasm and Lake Champlain Railroad Company, see steam railroad tables.

[1] The property of Albany and Hudson Railroad Company was operated by a receiver until September 13, 1909, when it was turned over to Albany Southern Railroad Company.

[2] The property of the former Catskill Electric Railway Company was purchased by W. C. Wood, effective February 12, 1910, and operated by him until April 12, 1910, when it was turned over to Catskill Traction Company; the former Catskill Electric Railway Company has made no report covering the period from July 1, 1909, to February 12, 1910.

[3] Fonda, Johnstown and Gloversville Railroad Company is also classed with steam railroads, but is included among electric railroads in respect of equipment (Table 208), electric railroad direct operating revenues (Table 209), electric railroad direct operating expenses (Table 210), operating statistics (Table 211), and grade crossings and crossing protection (Table 213); for general corporate and fiscal matters, see tables covering operating steam railroad corporations.

[4] Hornellsville and Canisteo Railway Company and Hornellsville Electric Railway Company, together with Canisteo Valley Electric Railway Company, a lessor corporation not previously recorded by the Public Service Commission, Second District, were consolidated October 6, 1909, into Hornell Traction Company.

[5] The property of Tarrytown, White Plains and Mamaroneck Railway Company was sold, effective December 8, 1909, to The Westchester Street Railroad Company and Shore Line Electric Railroad Company: the former took 21.30 miles, being all the road except that portion from the intersection of Mamaroneck avenue and the Boston Post Road to the northeasterly line of the village of Larchmont, amounting to 1.46 miles, which was sold to Shore Line Electric Railroad Company.

[6] Purchased road (2.09 miles) of New York City Railroad Company, which was sold under order of the United States Circuit Court April 29, 1909.

TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. Figures are shown to the nearest dollar only.

L. No.	International. 1	New York State Railways. 2	United Traction. 3	Syracuse Rapid Transit. 4	Utica & Mohawk Valley. 5	Schenectady. 6	Crosstown Street of Buffalo. 7	Buffalo & Lake Erie Traction. 8	Hudson Valley. 9	L. No.
1	$54,583	$28,878	$100,787	$8,684	$30,973	$9,643	.....	$10,192	$8,525	1
2	566,367	2,945,512	1,524,145	89,621	54,139	169,756	$50,407	483,246	72,714	2
3	310,270	93,174	145,248	49,395	57,410	111,385	.....	19,767	34,411	3
4	488,750	14,680,770	7,653,106	49,078	.....	16,000	.....	1,153,700	10,961	4
5	.....	.....	.....	.....	.....	.....	.....	51,795	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	20,907	6
7	.....	.....	.....	.....	.....	.....	.....	.....	440,000	7
8	[1] 32,938,907	18,078,065	10,767,898	9,712,898	11,194,249	6,456,176	6,805,835	14,502,833	9,218,166	8
9	.....	.....	.....	.....	.....	.....	.....	34,982	.....	9
10	54,325	28,672	88,438	4,895	19,062	[2] 1,011,101	3,154	39,078	282,474	10
11	.....	.....	.....	.....	.....	.....	.....	580,624	519,643	11
12	$34,413,201	$35,855,071	$20,279,622	$9,914,571	$11,355,833	$7,774,061	$6,859,397	$16,876,218	$10,607,802	12
13	$4,993,131	$1,157,244	$1,169,828	$1,925,040	$484,966	$360,725	$834,682	$680,597	$1,442,023	13
14	10,847,000	8,875,500	6,500,000	3,910,000	3,157,000	[2] 3,000,000	2,974,000	8,618,000	6,178,000	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	54,295	.....	16
17	503,139	*40,420*	.....	.....	[16] 3,675	.....	16,507	21,726	.....	17
18	.....	.....	.....	45,790	.....	.....	.....	1,600	.....	18
19	159,876	75,001	*32,463*	.....	52,908	55,159	85,529	.....	9,478	19
20	.....	3,862,500	.....	1,169,871	2,500,000	.....	.....	2,500,000	.....	20
21	16,320,500	19,952,400	12,500,000	2,748,200	5,000,000	4,100,000	2,860,000	5,000,000	[3] 2,978,300	21
22	.....	.....	250	.....	.....	.....	.....	.....	.....	22
23	1,589,555	1,972,847	142,007	115,669	157,284	258,178	88,679	.....	.....	23

[1] Includes $1,376,239 "International Traction Company Car Trust License," which account has previously been reported under "Other current assets". Includes $1,000,000, 4½% consolidated mortgage bonds which have been assumed by the Schenectady Illuminating Co., and which it agrees to pay. [3] Includes $7600 stock of underlying companies. [16] Balance in the superseded "Reserve for replacements and renewals".

TABLE 202: INCOME ACCOUNT, OPERATING ELECTRIC

See explanatory note under heading of Table 201.

L. No.	International. 1	New York State Railways. 2	United Traction. 3	Syracuse Rapid Transit. 4	Utica & Mohawk Valley. 5	Schenectady. 6	Crosstown Street of Buffalo. 7	Buffalo & Lake Erie Traction. 8	Hudson Valley. 9	L. No.
1	$4,867,366	$3,250,933	$2,117,004	$1,476,131	$1,212,235	$1,112,341	$887,495	$858,135	$617,803	1
	2,866,844	2,045,114	1,286,162	1,059,700	723,172	671,188	605,601	598,889	480,618	2
	$2,000,522	$1,205,819	$830,842	$416,431	$489,063	$441,153	$281,894	$259,246	$137,185	3
	272,127	211,606	123,070	72,761	70,122	49,345	56,759	29,289	27,210	4
5	$1,728,395	$994,214	$707,772	$343,670	$418,940	$391,808	$225,135	$229,957	$109,976	5
6	.....	*739*	.....	.....	.....	.....	.....	*1,570*	2,745	6
7	$1,728,395	$993,475	$707,772	$343,670	$418,940	$391,808	$225,135	$228,387	$112,721	7
8	.....	.....	6,300	.....	.....	2,843	.....	.....	.....	8
9	9,934	3,230	877	160	744	5,016	.....	.....	.....	9
10	21,958	36,537	180,185	823	2,335	6,364	.....	154	1,822	10
11	.....	373,775	10,829	.....	.....	405	.....	.....	.....	11
12	.....	.....	.....	17	27	446	.....	.....	.....	12
13	$31,892	$413,542	$198,191	$1,000	$3,106	$15,074	.....	$154	$1,822	13
14	1,019	2,338	167	10	195	2,947	$76	.....	.....	14
15	$30,873	$411,202	$198,023	$990	$2,911	$12,125	*$76*	$154	$1,822	15
16	$1,759,268	$1,404,677	$905,795	$344,660	$421,852	$403,934	$225,058	$228,541	$114,543	16
17	550,324	315,963	314,780	195,500	146,510	90,000	148,700	419,500	165,082	17
18	256,948	52,087	23,753	98,372	19,068	3,916	35,058	4,824	50,103	18
19	16,667	42,505	6,628	12,500	53,000	.....	.....	4,167	10	19
20	12,541	43,885	36,682	3,497	7,585	4,285	1,109	5,655	6,817	20
21	.....	.....	.....	.....	.....	.....	.....	10,000	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	$836,479	$454,438	$381,843	$309,869	$226,162	$98,201	$184,866	$444,146	$222,013	24
25	$922,789	$950,239	$523,952	$34,791	$195,690	$305,733	$40,191	*$215,605*	*$107,470*	25
26	1,072,450	1,815,662	118,381	179,352	157,362	214,325	77,269	*359,826*	*411,018*	26
27	3,438	.....	900	1	.....	49	.....	413	79	27
28	.....	362,095	.....	70,188	125,000	.....	.....	.....	.....	28
29	326,410	299,145	500,000	.....	50,000	246,000	.....	.....	.....	29
30	[28] 82,712	[29] 131,815	1,227	[30] 28,287	[31] 20,769	15,929	[32] 28,782	5,607	1,234	30
31	$1,589,555	$1,972,847	$142,007	$115,669	$157,284	$258,178	$88,679	*$580,624*	*$519,643*	31

[28] Includes $31,975 "Increase in reserve for depreciation covering period January 1, 1909, to June 30, 1909; and $39,040 for equipment sold or retired". [29] Includes $90,000 "Charged against surplus for estimated damage claims" and $41,815 "Equipment retired". [30] Includes $21,390 "Extraordinary renewals made during a prior period and previously carried in suspense". [31] Includes $20,000 "Loan to Hudson River Electric Power Co. on account machinery guarantee, charged surplus by reason of failure of above company". [32] Includes $10,910, seven cars and equipment retired; $6074, increase in reserve for depreciation covering period January 1, 1909, to June 30, 1909; and $11,670, interest from March 1, 1909, to June 30, 1909, on International Traction Co. loan of $581,903.

RAILROAD CORPORATIONS, JUNE 30, 1910.

State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York
alphabetic order and their ranking on the basis of railroad operating revenues, see page 195.

L. No.	Item.	Yonkers. [15] 10	Rochester, Syracuse & Eastern. 12	Westchester Electric. 13	Auburn & Syracuse Electric. 14	Oneida. 15	W. N. Y. & Pennsylvania Traction. 16	Binghamton. 17	L. No.
1	Cash	$18,660	$27,478	$48,237	$28,078	$30,819	$2,342	$2,601	1
2	Other current assets	1,655	6,594	15,152	29,075	39,275	13,666	54,002	2
3	Materials and supplies	17,169	24,035	.....	20,879	67,935	10,050	18,238	3
	Investments:								
4	Free investments	.....	.....	.....	8,150	.....	8,275	.....	4
5	Contractual fund investments	.....	.....	.....	.....	.....	.....	.....	5
6	Mortgaged or pledged investments	.....	.....	.....	.....	.....	.....	.....	6
7	Other bound investments	.....	.....	.....	.....	.....	.....	.....	7
8	Cost of road and equipment	3,364,139	14,074,392	2,403,093	3,609,354	2,537,612	4,961,317	2,879,651	8
9	Other fixed capital	.....	.....	.....	.....	.....	28,595	4,347	9
10	All other debit balances	[4] 86,932	26,224	80,635	21,752	4,001	21,908	55,565	10
11	Corporate deficit	489,125	13,984	723,095	.....	.....	.....	.....	11
12	Total	$3,977,679	$14,172,706	$3,270,212	$3,717,288	$2,679,641	$5,046,153	$3,014,403	12
13	Unfunded debt	$298,025	$671,314	$2,243,002	$235,252	$401,688	$296,245	$219,455	13
14	Funded debt	1,000,000	5,000,000	500,000	1,460,000	.....	2,658,000	1,706,000	14
	Reserves:								
15	Permanent reserves	.....	.....	.....	.....	.....	.....	.....	15
16	Contractual reserves	.....	.....	.....	.....	.....	.....	.....	16
17	Accrued amortization of capital	.....	.....	.....	.....	.....	1,205	.....	17
18	Other required reserves	.....	.....	27,210	.....	.....	.....	.....	18
19	Optional reserves	37,064	1,392	.....	2,586	17,925	*653*	2,803	19
	Capital stocks:								
20	Preferred	.....	2,500,000	.....	700,000	.....	1,000,000	.....	20
21	Common	1,000,000	6,000,000	500,000	1,250,000	1,923,000	1,000,000	978,549	21
22	All other credit balances	[5] 1,642,590	.....	.....	.....	.....	.....	.....	22
23	Corporate surplus	.....	.....	.....	69,449	337,028	91,356	107,596	23

[4] Includes $80,875 due from companies in liquidation. [5] General creditors date of receivership. [15] "The balance sheet is compiled partly from the books of the receiver and partly from those of the company. The assets taken up from the company's books are book values, no appraisement having been made; the receiver has no knowledge of their true value."

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

Figures in *italics* denote *losses during year* and *deficits.*

L. No.	Item.	Yonkers. [15] 10	Rochester, Syracuse & Eastern. 12	Westchester Electric. 13	Auburn & Syracuse Electric. 14	Oneida. 15	W. N. Y. & Pennsylvania Traction. 16	Binghamton. 17	L. No.
1	Street railroad operating revenues	$581,453	$503,218	$496,922	$412,305	$408,245	$377,802	$344,972	1
2	Street railroad operating expenses	541,421	239,261	412,418	237,590	218,754	167,734	200,254	
3	Net operating revenues, street railroad	$40,032	$263,957	$84,504	$174,715	$189,492	$210,068	$144,719	3
4	Taxes accrued, street railroad	28,795	22,250	21,080	21,150	13,682	16,708	15,599	4
5	Operating income, street railroad	$11,237	$241,707	$63,424	$153,565	$175,809	$193,360	$129,120	5
6	Net income, other operations	.....	.....	.....	.....	.....	.....	4,214	6
7	Total operating income	$11,237	$241,707	$63,424	$153,565	$175,809	$193,360	$133,334	7
	Non-operating income:								
8	Rents accrued from lease of road	.....	.....	.....	.....	.....	.....	.....	8
9	Other rents, credits	.....	.....	.....	.....	91	456	.....	9
10	Interest revenues	1,162	.....	832	1,655	496	.....	.....	10
11	Dividends on stocks owned	.....	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues	.....	.....	.....	.....	.....	.....	.....	12
13	Total non-operating revenues	$1,162	.....	$832	$1,655	$587	$456	.....	13
14	Non-operating revenue deductions	.....	.....	.....	.....	.....	.....	.....	14
15	Total non-operating income	$1,162	.....	$832	$1,655	$587	$456	.....	15
16	Gross income	$12,399	$241,707	$64,256	$155,220	$176,397	$193,815	$133,334	16
	Gross income deductions:								
17	Interest accrued on funded debt	50,000	195,900	25,000	71,892	.....	133,097	90,787	17
18	Other interest accrued	7,607	12,000	4,500	9,435	16,731	16,686	2,043	18
19	Rents for lease of other roads and equipment	.....	.....	.....	.....	.....	2,975	.....	19
20	Other rents, debits	44,698	31,802	2,930	24,280	7,178	1,020	.....	20
21	Sinking fund deductions	.....	.....	.....	.....	.....	.....	.....	21
22	Other contractual deductions	.....	.....	.....	.....	.....	.....	.....	22
23	Amortization charged to income	.....	.....	.....	60	.....	.....	161	23
24	Total deductions from gross income	$102,306	$239,702	$32,430	$105,666	$23,909	$153,779	$92,990	24
25	Net corporate income	*$89,907*	$2,005	$31,826	$49,554	$152,488	$40,037	$40,344	25
26	Surplus or deficit June 30, 1909	*440,764*	*5,989*	[5] *756,460*	70,194	203,870	56,319	94,655	26
27	Miscellaneous credits	52,054	.....	24,061	.....	.....	.....	.....	27
28	Dividends on preferred stock	.....	.....	.....	42,000	19,230	.....	.....	28
29	Dividends on common stock	.....	.....	.....	.....	.....	.....	24,402	29
30	Miscellaneous debits	10,508	10,000	22,521	8,298	100	5,000	3,000	30
31	Surplus or deficit June 30, 1910	*$489,125*	*$13,984*	*$723,095*	$69,449	$337,028	$91,356	$107,596	31

Includes $18,012 " Special franchises taxes not stated on preceding report ".

TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in
Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. Figures are shown to the nearest dollar only.

L. No.	Syracuse, Lake Shore & Northern. 18	Buffalo, L. & R. (Corporation) [6] 19	Buffalo, L. & R. (Receivers) [7] 19½	New York & Stamford. 20	Elmira W., L. & Railroad. 21	Albany Southern. 22	Jamestown Street. 23	Otsego & Herkimer. 24	Orange County Traction. 25	L. No.
1	$17,516	$1,586	$22,047	$26,608	$17,689	$9,209	$156	$2,543	$4,071	1
2	22,028	5,874	2,393	16,002	140,146	170,812	471,043	11,080	3,989	2
3	12,364	9,561	17,461	45,271	60,534	36,129	21,044	18,307	2,653	3
4	31,400	.....	.....	.....	36,721	.....	[9] 132,871	.....	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	236,516	.....	.....	.....	.....	7
8	4,903,495	7,955,902	7,970,362	1,527,454	499,254	4,387,641	747,203	88,735	993,885	8
9	.....	.....	.....	.....	2,579,660	10,897	.....	.....	2,052	9
10	10,720	12,712	20,848	7,773	[8] 2,620,901	207,556	78,146	76	8,987	10
11	.....	93,039	208,434	.....	.....	.....	.....	.....	.....	11
12	$4,997,523	$8,078,674	$8,241,545	$1,623,107	$6,191,421	$4,822,244	$1,450,464	$120,742	$1,015,637	12
13	$112,212	$389,096	$571,830	$340,239	$118,013	$87,944	$764,741	$111,381	$101,119	13
14	1,875,000	3,685,000	3,656,500	700,000	4,149,000	1,250,000	300,000	.....	547,000	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	4,648	.....	[17] 20,401	3,387	9,606	.....	8,101	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	4,578	8,567	4,381	19,771	10,793	.....	.....	.....	19
20	1,000,000	.....	.....	.....	680,000	2,029,000	.....	.....	175,000	20
21	1,975,000	4,000,000	4,000,000	500,000	1,000,000	1,375,000	250,000	.....	150,000	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	35,311	.....	.....	78,487	204,236	66,120	126,116	9,360	34,417	23

[6] Figures given as of August 5, 1909; on August 6, 1909, the road was placed in hands of receivers. [7] Balance sheet gives assets and liabilities of both corporation and receivership, only one set of books having been kept since August 6, the date on which road was placed in hands of receivers. [8] Includes $2,177,413 formerly reported under "Franchise and good will account"; $351,454 "Premium and discount on Chemung County Gas bonds prior to 1908"; and $32,226 discount on stocks and bonds sold during year and expenses connected with the sale thereof. [9] Expenditures for improvements at Celeron Park, formerly carried among current assets. [17] Includes $1533 balance in the superseded "Reserve for replacements and renewals".

TABLE 202: INCOME ACCOUNT, OPERATING ELECTRIC

See explanatory note under heading of Table 201.

L. No.	Syracuse, Lake Shore & Northern. 18	Buffalo, L. & R. (Corporation) [2] 19	Buffalo, L. & R. (Receivers) [3] 19½	New York & Stamford. 20	Elmira W., L. & Railroad. 21	Albany Southern. [4] 22	Jamestown Street. 23	Otsego & Herkimer. 24	Orange County Traction. 25	L. No.
1	$344,449	$32,133	$268,370	$266,326	$258,384	$208,858	$205,504	$204,189	$175,203	1
2	235,889	18,779	181,927	155,311	175,428	138,109	132,419	174,605	124,707	2
3	$108,560	$13,354	$86,443	$111,015	$82,957	$70,749	$73,086	$29,584	$50,495	3
4	12,650	1,298	12,153	11,997	9,595	13,171	9,317	7,136	8,100	4
5	$95,910	$12,056	$74,290	$99,018	$73,361	$57,578	$63,769	$22,448	$42,395	5
6	.....	.....	.....	.....	245,949	54,518	.....	.....	.....	6
7	$95,910	$12,056	$74,290	$99,018	$319,311	$112,096	$63,769	$22,448	$42,395	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	38	369	.....	686	772	.....	.....	420	9
10	140	.....	583	942	14,327	129	14,020	71	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	$140	$38	$952	$942	$15,013	$901	$14,020	$71	$420	13
14	.....	.....	103	.....	.....	.....	.....	.....	.....	14
15	$140	$38	$849	$942	$15,013	$901	$14,020	$71	$420	15
16	$96,050	$12,095	$75,140	$99,961	$334,323	$112,997	$77,789	$22,518	$42,815	16
17	88,750	17,831	165,864	32,260	211,125	29,792	18,000	.....	28,807	17
18	2,500	1,473	13,459	13,447	1,388	2,347	47,119	5,238	3,016	18
19	.....	.....	.....	20,500	17,750	.....	.....	1,449	.....	19
20	1,687	515	6,005	8,443	2,007	12,692	.....	4,211	2,548	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	3,833	.....	.....	.....	.....	22
23	.....	.....	1,038	112	1,200	2,046	.....	.....	.....	23
24	$92,937	$19,818	$186,366	$74,763	$237,303	$46,876	$65,119	$10,898	$34,371	24
25	$3,113	*$7,723*	*$111,227*	$25,198	$97,021	$66,120	$12,669	$11,620	$8,444	25
26	37,795	*85,316*	[6] *93,039*	54,189	157,208	.....	148,549	.....	25,405	26
27	5	.....	96	.....	8,711	.....	.....	.....	570	27
28	.....	.....	.....	.....	33,750	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	5,603	.....	4,264	900	24,954	.....	[33] 35,102	2,260	.....	30
31	$35,311	[6] *$93,039*	*$208,434*	$78,487	$204,236	$66,120	$126,116	$9,360	$34,417	31

[2] Period of operations July 1, 1909, to August 6, 1909, date of receivership. [3] Period of operations August 6, 1909, to June 30, 1910. [4] Period of operations September 14, 1909, date of reorganization, to June 30, 1910. [6] Deficit on August 6, 1909, date on which road was placed in hands of receivers. [33] Includes 26,354, interest for prior periods due principal stockholders, not previously accrued.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York

alphabetic order and their ranking on the basis of railroad operating revenues, see page 195.

L. No.	Item.	Niagara Gorge. 26	Chautauqua Traction. 27	Kingston Consolidated. 28	Poughkeepsie City & Wappingers Falls. 29	Ithaca Street. 30	Syracuse & Suburban. 31	Geneva & Auburn. 32	L. No.
1	Cash	$15,193	$847	$1,708	$5,219	$3,474	$11,758	$9,175	1
2	Other current assets	39,851	147,243	455	866	59,013	107	29,007	2
3	Materials and supplies	6,183	1,662	1,208	5,752	8,271	10,251	14,727	3
	Investments:								
4	Free investments	56,400	.....	.....	.....	15,930	.....	.....	4
5	Contractual fund investments	.....	.....	.....	.....	.....	.....	.....	5
6	Mortgaged or pledged investments	.....	.....	.....	.....	.....	.....	2,650	6
7	Other bound investments	.....	.....	.....	.....	.....	.....	.....	7
8	Cost of road and equipment	2,052,967	1,018,594	1,171,997	1,333,969	746,801	1,084,493	1,000,704	8
9	Other fixed capital	.....	.....	.....	[10] 1,985	.....	.....	.....	9
10	All other debit balances	16,835	.....	897	7,539	[11] 438,096	3,897	1,412	10
11	Corporate deficit	.....	.....	.....	.....	.....	.....	12,628	11
12	Total	$2,187,428	$1,168,346	$1,176,264	$1,355,330	$1,271,585	$1,110,820	$1,070,304	12
13	Unfunded debt	$91,361	$436,176	$67,747	$68,216	$68,017	$89,250	$192,684	13
14	Funded debt	949,000	159,000	682,000	472,000	750,000	556,000	400,000	14
	Reserves:								
15	Permanent reserves	.....	.....	.....	.....	.....	.....	.....	15
16	Contractual reserves	.....	.....	.....	1,775	.....	.....	.....	16
17	Accrued amortization of capital	[18] 7,629	7,226	601	8,422	3,779	.....	.....	17
18	Other required reserves	.....	.....	.....	.....	.....	.....	.....	18
19	Optional reserves	1,059	.....	.....	.....	.....	*1,899*	27,620	19
	Capital stocks:								
20	Preferred	.....	.....	200,000	.....	.....	.....	100,000	20
21	Common	1,000,000	500,000	200,000	750,000	325,000	400,000	350,000	21
22	All other credit balances	.....	.....	.....	.....	.....	.....	.....	22
23	Corporate surplus	138,379	65,944	25,916	54,917	124,788	67,469	.....	23

[10] Fixed capital installed on leased lines. [11] Includes $435,000 construction suspense. [18] Includes $6784, balance in the superseded "Reserve for replacements and renewals".

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Figures in *italics* denote *losses during year* and *deficits.*

L. No.	Item.	Niagara Gorge. 26	Chautauqua Traction. 27	Kingston Consolidated. 28	Poughkeepsie City & Wappingers Falls. 29	Ithaca Street. 30	Syracuse & Suburban. 31	Geneva & Auburn. 32	L. No.
1	Street railroad operating revenues	$172,215	$165,763	$153,507	$150,145	$124,361	$118,705	$98,723	1
2	Street railroad operating expenses	112,081	80,905	85,010	106,576	89,404	65,157	70,891	2
3	Net operating revenues, street railroad	$60,133	$84,858	$68,497	$43,569	$34,957	$53,548	$27,832	3
4	Taxes accrued, street railroad	5,592	7,337	6,217	5,973	5,930	9,023	5,640	4
5	Operating income, street railroad	$54,541	$77,521	$62,280	$37,597	$29,027	$44,525	$22,192	5
6	Net income, other operations	399	.....	.....	.....	1,128	.....	.....	6
7	Total operating income	$54,940	$77,521	$62,280	$37,597	$30,155	$44,525	$22,192	7
	Non-operating income:								
8	Rents accrued from lease of road	.....	.....	.....	.....	.....	.....	.....	8
[9] 9	Other rents, credits	1,130	.....	.....	.....	.....	270	151	9
10	Interest revenues	3,579	.....	.....	118	.....	.....	.....	10
11	Dividends on stocks owned	.....	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues	.....	.....	.....	.....	.....	.....	.....	12
13	Total non-operating revenues	$4,709	.....	.....	$118	.....	$270	$151	13
14	Non-operating revenue deductions	640	.....	.....	.....	.....	.....	99	14
15	Total non-operating income	$4,069	.....	.....	$118	.....	$270	$52	15
16	Gross income	$59,009	$77,521	$62,280	$37,715	$30,155	$44,794	$22,244	16
	Gross income deductions:								
17	Interest accrued on funded debt	47,450	7,950	34,110	24,878	18,500	27,800	18,500	17
18	Other interest accrued	583	55,313	1,286	1,811	1,235	2,720	6,621	18
19	Rents for lease of other roads and equipment	4,197	.....	.....	.....	.....	740	.....	19
20	Other rents, debits	1	15,367	1,001	.....	.....	.....	.....	20
21	Sinking fund deductions	.....	.....	.....	3,570	.....	.....	.....	21
22	Other contractual deductions	.....	.....	.....	.....	.....	.....	.....	22
23	Amortization charged to income	.....	.....	.....	.....	.....	.....	[8] 6,000	23
24	Total deductions from gross income	$52,231	$78,630	$36,397	$30,259	$19,735	$31,260	$31,121	24
25	Net corporate income	$6,779	*$1,109*	$25,883	$7,455	$10,420	$13,534	*$8,878*	25
26	Surplus or deficit June 30, 1909	131,622	67,053	42,474	46,755	115,047	53,935	*1,034*	26
27	Miscellaneous credits	.....	.....	1,980	2,063	.....	.....	[9] 52,472	27
28	Dividends on preferred stock	.....	.....	.....	.....	.....	.....	.....	28
29	Dividends on common stock	.....	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous debits	21	.....	[34] 44,421	1,357	678	.....	[10] 55,188	30
31	Surplus or deficit June 30, 1910	$138,379	$65,944	$25,916	$54,917	$124,788	$67,469	*$12,628*	31

[8] Represents "Accrued dividends on preferred stock" which are carried on the balance sheet under optional reserves, subject to their declaration by the board of directors. [9] Includes $50,000 "Canceled bonds". [10] Includes $50,000 "Depreciation road and equipment". [34] Includes $39,522 amortization on account of extraordinary repairs.

TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. Figures are shown to the nearest dollar only.

L. No.	Westchester Street. 33	Warren & Jamestown. 34	Albany & Hudson. 35	Cohoes. 36	Tarrytown, White Plains & Mamaroneck. 37	Cortland County Traction. 38	Waverly, Sayre & Athens Traction. 39	Black River Traction. 40	Rochester & Suburban. 41	L. No.
1	$11,631	$4,441		$4,934		$4,126	$2,929	.....	$5,574	1
2	3,498	.....		.....		7,200	11,939	.....	19,431	2
3	12,875	.....		.....		13,593	5,957	.....	493	3
4	.....	.....		.....		.....	.....	.....	.....	4
5	.....	.....		.....		.....	.....	.....	.....	5
6	.....	.....		.....		.....	.....	.....	.....	6
7	.....	.....		.....		.....	200,000	.....	.....	7
8	934,131	646,868		221,532	Property	823,806	480,298	$105,000	1,028,494	8
9	.....	.....	Reorganized	.....	purchased	162,192	.....	.....	.....	9
10	3,315	.....	and operations	2,251	as of Decem-	1,929	1,552	.....	1,340	10
11	.....	.....	begun	.....	ber 8, 1909,	.....	.....	6,281	47,433	11
12	$965,450	$651,309	September 14, 1909,	$228,717	by the West-	$1,012,846	$702,675	$111,281	$1,102,764	12
13	$951,188	$9,219	under name	$12,515	chester Street Railroad	$109,587	$120,120	$6,281	$670,403	13
14	.....	400,000	of Albany Southern Railroad Company.	84,000	Company and the Shore Line Electric Rail-	500,000	350,000	.....	.....	14
15	.....	.....		.....	road Company.	.....	.....	.....	.....	15
16	.....	.....		.....		.....	.....	.....	.....	16
17	.....	15,536		.....		.....	.....	.....	*6,499*	17
18	.....	.....		.....		.....	.....	.....	5,065	18
19	360	.....		*1,275*		.....	.....	.....	13,794	19
20	.....	.....		.....		.....	.....	.....	350,000	20
21	.....	200,000		120,000		320,000	200,000	105,000	70,000	21
22	.....	.....		.....		.....	.....	.....	.....	22
23	13,902	26,554		13,477		83,259	32,555	.....	.....	23

TABLE 202: INCOME ACCOUNT, OPERATING ELECTRIC

See explanatory note under heading of Table 201.

L. No.	Westchester Street. [7]33	Warren & Jamestown. 34	Albany & Hudson. [12]35	Cohoes. 36	Tarrytown, White Plains & Mamaroneck. [11]37	Cortland County Traction. 38	Waverly, Sayre & Athens Traction. 39	Black River Traction. 40	Rochester & Suburban. 41	L. No.
1	$92,513	$90,802	$84,233	$83,653	$80,355	$78,776	$77,215	$76,846	$73,175	1
2	75,270	41,741	52,861	54,099	78,441	50,811	59,214	71,535	43,749	2
3	$17,243	$49,061	$31,372	$29,554	$1,914	$27,965	$18,000	$5,311	$29,426	3
4	3,444	4,621	2,677	5,994	1,446	4,075	2,081	6,790	5,538	4
5	$13,800	$44,440	$28,696	$23,560	$468	$23,890	$15,921	*$1,480*	$23,887	5
6	.....	.....	10,002	.....	.....	26,698	.....	.....	3,153	6
7	$13,800	$44,440	$38,698	$23,560	$468	$50,588	$15,921	*$1,480*	$27,040	7
8	.....	.....	.....	.....	.....	.....	.....	.....	8,977	8
9	.....	252	182	145	.....	650	.....	.....	.....	9
10	151	165	.....	.....	374	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	$151	$417	$182	$145	$374	$650	.....	.....	$8,977	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	$151	$417	$182	$145	$374	$650	.....	.....	$8,977	15
16	$13,950	$44,857	$38,880	$23,705	$842	$51,238	$15,921	*$1,480*	$36,017	16
17	.....	21,000	17,743	.....	6,532	23,200	12,300	.....	.....	17
18	40	.....	1,010	42	3,376	4,820	2,902	.....	37,752	18
19	8	.....	.....	6,300	.....	.....	.....	.....	.....	19
20	.....	1,788	6,613	14,435	812	.....	.....	.....	1,588	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	15,536	.....	.....	.....	.....	.....	.....	.....	23
24	$48	$38,325	$25,366	$20,778	$10,720	$28,020	$15,202	.....	$39,340	24
25	$13,902	$6,532	$13,514	$2,927	*$9,878*	$23,218	$719	*$1,480*	*$3,323*	25
26	.....	36,022	*24,806*	15,350	*$10,562*	59,865	31,836	*4,801*	*44,109*	26
27	.....	.....	.....	.....	.....	700	.....	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	16,000	.....	4,800	.....	.....	.....	.....	.....	29
30	.....	.....	.....	.....	10,332	525	.....	.....	.....	30
31	$13,902	$26,554	[26]*$11,293*	$13,477	[27]*$330,773*	$83,259	$32,555	*$6,281*	*$47,433*	31

[7] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry., to June 30, 1910.

[11] Period of operations July 1, 1909, to December 8, 1909, effective date of sale to the Westchester Street Railroad Co. and the Shore Line Electric Railroad Co.

[12] Period of operations July 1, 1909, to September 14, 1909, date of reorganization.

[26] Deficit on September 13, 1909, last day before effective date of reorganization.

[27] Deficit as of December 8, 1909, effective date of sale of property.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York

alphabetic order and their ranking on the basis of railroad operating revenues, see page 195.

L. No.	Item.	Peekskill Lighting & Railroad. 42	Wallkill Transit. 43	Buffalo Southern. 44	Elmira & Seneca Lake Traction. 45	Syracuse & South Bay Electric. 46	Corning & Painted Post Street. 47	Fishkill Electric. 48	L. No.
1	Cash	$10,107	$2,159	$1,029	*$166*	$76	$7,860	$3,067	1
2	Other current assets	84,668	490	644	4,491	57,600	3,889	19,026	2
3	Materials and supplies	19,906	3,961	4,897	304	1,280	8,051	2,800	3
	Investments:								
4	Free investments	.....	.....	.....	.....	4,000	500	.....	4
5	Contractual fund investments	.....	.....	.....	.....	.....	.....	.....	5
6	Mortgaged or pledged investments	.....	.....	.....	.....	.....	.....	.....	6
7	Other bound investments	.....	.....	.....	.....	.....	.....	.....	7
8	Cost of road and equipment	583,594	683,034	1,141,308	476,278	1,700,093	248,682	100,000	8
9	Other fixed capital	840,636	.....	.....	.....	.....	.....	.....	9
10	All other debit balances	4,641	341	48,590	1,493	3,123	271	.....	10
11	Corporate deficit	.....	18,457	24,954	.....	6,383	.....	.....	11
12	Total	$1,543,552	$708,442	$1,221,422	$482,400	$1,772,554	$269,252	$124,893	12
13	Unfunded debt	$69,282	$80,846	$74,222	$64,802	$369,146	$4,018	$12,202	13
14	Funded debt	646,000	298,100	600,000	200,000	402,000	100,000	50,000	14
	Reserves:								
15	Permanent reserves	.....	.....	.....	.....	.....	.....	.....	15
16	Contractual reserves	.....	.....	.....	.....	.....	.....	.....	16
17	Accrued amortization of capital	*2,633*	*20,504*	.....	[19] 2,723	.....	*7,701*	.....	17
18	Other required reserves	.....	.....	.....	.....	.....	.....	.....	18
19	Optional reserves	13,787	.....	.....	3,285	1,409	.....	.....	19
	Capital stocks:								
20	Preferred	150,000	.....	.....	.....	300,000	.....	.....	20
21	Common	500,000	350,000	547,200	200,000	700,000	100,000	50,000	21
22	All other credit balances	.....	.....	.....	.....	.....	.....	.....	22
23	Corporate surplus	167,116	.....	.....	11,591	.....	72,935	12,690	23

[19] Includes $1531 balance in the superseded " Reserve for replacements and renewals ".

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Figures in *italics* denote *losses during year* and *deficits.*

L. No.	Item.	Peekskill Lighting & Railroad. 42	Wallkill Transit. 43	Buffalo Southern. 44	Elmira & Seneca Lake Traction. 45	Syracuse & South Bay Electric. 46	Corning & Painted Post Street. 47	Fishkill Electric. 48	L. No.
1	Street railroad operating revenues	$73,012	$67,415	$65,767	$64,959	$55,029	$53,706	$53,687	1
2	Street railroad operating expenses	42,864	50,742	58,702	38,564	48,670	33,573	36,827	2
3	Net operating revenues, street railroad	$30,147	$16,674	$7,065	$26,395	$6,359	$20,132	$16,860	3
4	Taxes accrued, street railroad	5,115	2,005	3,160	3,283	2,300	3,486	2,300	4
5	Operating income, street railroad	$25,032	$14,669	$3,905	$23,112	$4,059	$16,646	$14,560	5
6	Net income, other operations	67,033	932	.....	.....	.....	.....	.....	6
7	Total operating income	$92,064	$15,601	$3,905	$23,112	$4,059	$16,646	$14,560	7
	Non-operating income:								
8	Rents accrued from lease of road	.....	.....	.....	.....	.....	.....	.....	8
9	Other rents, credits	1,304	.....	.....	.....	.....	.....	.....	9
10	Interest revenues	89	10	.....	.....	.....	285	.....	10
11	Dividends on stocks owned	.....	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues	.....	.....	.....	.....	6,000	.....	.....	12
13	Total non-operating revenues	$1,393	$10	.....	.....	$6,000	$285	.....	13
14	Non-operating revenue deductions	348	.....	.....	.....	.....	.....	.....	14
15	Total non-operating income	$1,044	$10	.....	.....	$6,000	$285	.....	15
16	Gross income	$93,109	$15,611	$3,905	$23,112	$10,059	$16,931	$14,560	16
	Gross income deductions:								
17	Interest accrued on funded debt	32,300	14,905	30,000	10,000	8,450	5,000	3,000	17
18	Other interest accrued	2,423	1,522	116	3,653	.....	.....	181	18
19	Rents for lease of other roads and equipment	.....	.....	.....	.....	.....	.....	8,250	19
20	Other rents, debits	366	.....	.....	9,223	8,297	.....	.....	20
21	Sinking fund deductions	.....	.....	.....	.....	.....	.....	.....	21
22	Other contractual deductions	.....	.....	.....	.....	.....	68	.....	22
23	Amortization charged to income	.....	.....	624	.....	.....	.....	.....	23
24	Total deductions from gross income	$35,089	$16,427	$30,740	$22,876	$16,747	$5,068	$11,431	24
25	Net corporate income	$58,020	*$816*	*$26,835*	$236	*$6,687*	$11,862	$3,129	25
26	Surplus or deficit June 30, 1909	121,449	*17,245*	1,968	13,026	304	61,073	9,561	26
27	Miscellaneous credits	[13] 9,698	.....	.....	.....	.....	.....	.....	27
28	Dividends on preferred stock	9,000	.....	.....	.....	.....	.....	.....	28
29	Dividends on common stock	10,625	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous debits	[14] 2,425	396	87	1,670	.....	.....	.....	30
31	Surplus or deficit June 30, 1910	$167,116	*$18,457*	*$24,954*	$11,591	*$6,383*	$72,935	$12,690	31

[13] Includes $6098 interest on bonds held in sinking fund and not tabulated last year with respondent's assets. [14] Includes $1100 adjustment of interest; and $1230 the excess of par value over the cost of reacquired bonds carried in sinking funds, which amount has previously been deducted from deficit owing to the exclusion of such bonds from former tabulations.

TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. Figures are shown to the nearest dollar only.

L. No.	New York & North Shore Traction. 49	Auburn & Northern Electric. 50	Huntington. 51	Ogdensburg Street. 52	Buffalo & Williamsville Electric. 53	Elmira, Corning & Waverly. 54	Troy & New England. 55	Penn Yan, Keuka Park & Branchport. 56	Hornell Traction. 57	L. No.
1	$955	$26,562	$10,479	$10,003	$546	$4,994	$3,996	$1,765	$757	1
2	.....	7,524	774	8,050	.....	239,241	8,768	5,087	.....	2
3	1,024	130	.....	.....	.....	2,524	532	.....	1,070	3
4	.....	.....	.....	.....	.....	.....	.....	350	.....	4
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	2,733	.....	7
8	500,000	646,414	555,558	304,266	253,083	899,209	381,503	215,468	278,743	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	8,073	621	.....	.....	.....	182	272	443	.....	10
11	11,464	.....	3,500	80,858	.....	1,779	.....	949	.....	11
12	$521,516	$681,251	$570,311	$403,177	$253,630	$1,147,928	$395,072	$226,795	$280,570	12
13	$21,516	$4,366	$512,811	$103,177	$14,410	$11,028	$53,933	$32,795	$9,513	13
14	350,000	250,000	26,000	150,000	127,500	800,000	160,000	100,000	150,000	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	1,500	.....	3,189	.....	.....	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	1,199	.....	.....	150	.....	382	.....	.....	19
20	.....	200,000	.....	.....	.....	.....	.....	.....	.....	20
21	150,000	200,000	30,000	150,000	75,000	336,900	180,000	94,000	120,000	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	25,686	.....	.....	33,380	.....	756	.....	1,057	23

TABLE 202: INCOME ACCOUNT, OPERATING ELECTRIC

See explanatory note under heading of Table 201.

L. No.	New York & North Shore Traction. 49	Auburn & Northern Electric. 50	Huntington. 51	Ogdensburg Street. 52	Buffalo & Williamsville Electric. 53	Elmira, Corning & Waverly. [15] 54	Troy & New England. 55	Penn Yan, Keuka Park & Branchport. 56	Hornell Traction. [16] 57	L. No.
1	$51,262	$43,730	$47,652	$41,609	$39,930	$36,362	$34,890	$32,064	$32,049	1
2	47,186	22,100	43,152	22,568	36,637	34,614	15,978	20,226	24,989	2
3	$4,076	$21,629	$4,501	$19,041	$3,293	$1,747	$18,912	$11,838	$7,059	3
4	13,222	1,800	1,336	1,542	3,152	1,956	922	1,331	1,502	4
5	*$9,146*	$19,829	$3,165	$17,499	$141	*$208*	$17,989	$10,508	$5,557	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	*$9,146*	$19,829	$3,165	$17,499	$141	*$208*	$17,989	$10,508	$5,557	7
8	.....	4,800	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	50	.....	.....	.....	.....	9
10	.....	89	.....	.....	28	14	488	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	$4,889	.....	.....	$78	$14	$488	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	$4,889	.....	.....	$78	$14	$488	.....	.....	15
16	*$9,146*	$24,718	$3,165	$17,499	$219	*$195*	$18,477	$10,508	$5,557	16
17	.....	5,208	1,300	9,000	6,375	.....	8,000	5,000	4,500	17
18	.....	.....	.....	1,219	608	.....	2,236	1,123	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	6,972	3,620	.....	.....	1,525	200	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	$12,181	$4,920	$10,219	$6,983	$1,525	$10,436	$6,123	$4,500	24
25	*$9,146*	$12,537	*$1,755*	$7,280	*$6,764*	*$1,720*	$8,041	$4,385	$1,057	25
26	*2,318*	16,149	152	*88,138*	40,145	*59*	*436*	*2,642*	.....	26
27	.....	.....	.....	.....	.....	.....	667	.....	.....	27
28	.....	3,000	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	7,200	.....	.....	29
30	.....	.....	1,896	.....	.....	.....	315	2,692	.....	30
31	*$11,464*	$25,686	*$3,500*	*$80,858*	$33,380	*$1,779*	$756	*$949*	$1,057	31

[15] Operations by respondent were begun October 8, 1909, for which period the revenues here reported are applicable. Operating expenses include the net loss of the operations of this property by Waverly, Sayre & Athens Traction Co. for the period July 1, 1909, to October 8, 1909.

[16] Period of operations October 6, 1909, date of consolidation, to June 30, 1910.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York

alphabetic order and their ranking on the basis of railroad operating revenues, see page 195.

L. No.	Item.	Eastern New York. 58	Plattsburgh Traction. 59	New Paltz, H. & P. Traction. 60	Rochester & Manitou. 61	Hudson R. & E. Traction. 62	Glen Cove. 63	John Johnston. 64	L. No.
1	Cash	$7,276	$811	$7,005	$1,553	$3,026	$17,575	$4,934	1
2	Other current assets	15,732	847	4,591	365	97	141	.....	2
3	Materials and supplies	50	3,747	.....	.....	3,792	.....	.....	3
	Investments:								
4	Free investments	.....	.....	.....	.....	.....	.....	.....	4
5	Contractual fund investments	.....	.....	.....	.....	.....	.....	.....	5
6	Mortgaged or pledged investments	.....	.....	.....	.....	.....	.....	.....	6
7	Other bound investments	.....	.....	.....	.....	.....	.....	.....	7
8	Cost of road and equipment	591,839	212,721	203,981	118,497	209,925	157,105	21,604	8
9	Other fixed capital	.....	.....	.....	.....	.....	.....	.....	9
10	All other debit balances	196	1,428	.....	8,281	180	.....	.....	10
11	Corporate deficit	35,578	.....	.....	6,673	24,964	.....	.....	11
12	Total	$650,672	$219,554	$215,578	$135,370	$241,982	$174,821	$26,538	12
13	Unfunded debt	$46,672	$29,368	$2,837	$22,981	$82,191	$159,059	$25,387	13
14	Funded debt	304,000	80,000	100,000	50,000	75,000	.....	.....	14
	Reserves:								
15	Permanent reserves	.....	.....	.....	.....	.....	.....	.....	15
16	Contractual reserves	.....	.....	.....	.....	.....	.....	.....	16
17	Accrued amortization of capital	.....	.....	.....	2,389	*793*	700	.....	17
18	Other required reserves	.....	.....	.....	.....	.....	.....	.....	18
19	Optional reserves	.....	2,217	.....	.....	.....	.....	.....	19
	Capital stocks:								
20	Preferred	.....	.....	.....	.....	.....	.....	.....	20
21	Common	300,000	100,000	100,000	60,000	84,000	10,000	.....	21
22	All other credit balances	.....	.....	.....	.....	1,585	.....	[12] 526	22
23	Corporate surplus	.....	7,969	12,741	.....	.....	5,062	625	23

[12] Capital investment.

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Figures in *italics* denote *losses during year* and *deficits.*

L. No.	Item.	Eastern New York. 58	Plattsburgh Traction. 59	New Paltz, H. & P. Traction. 60	Rochester & Manitou. 61	Hudson R. & E. Traction. 62	Glen Cove. 63	John Johnston. 64	L. No.
1	Street railroad operating revenues	$31,992	$30,860	$30,519	$26,452	$23,396	$22,830	$22,392	1
2	Street railroad operating expenses	22,489	17,721	[17] 32,095	23,712	26,065	17,297	17,473	2
3	Net operating revenues, street railroad	$9,503	$13,139	*$1,576*	$2,740	*$2,669*	$5,533	$4,919	3
4	Taxes accrued, street railroad	1,530	1,409	780	926	891	1,495	758	4
5	Operating income, street railroad	$7,973	$11,730	*$2,356*	$1,814	*$3,559*	$4,037	$4,161	5
6	Net income, other operations	.....	.....	.....	.....	.....	.....	.....	6
7	Total operating income	$7,973	$11,730	*$2,356*	$1,814	*$3,559*	$4,037	$4,161	7
	Non-operating income:								
8	Rents accrued from lease of road	.....	.....	.....	.....	.....	.....	.....	8
9	Other rents, credits	.....	.....	.....	30	.....	.....	.....	9
10	Interest revenues	.....	.....	601	.....	.....	.....	39	10
11	Dividends on stocks owned	65	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues	.....	.....	.....	.....	55	.....	.....	12
13	Total non-operating revenues	$65	.....	$601	$30	$55	.....	$39	13
14	Non-operating revenue deductions	.....	.....	.....	.....	.....	.....	.....	14
15	Total non-operating income	$65	.....	$601	$30	$55	.....	$39	15
16	Gross income	$8,038	$11,730	*$1,755*	$1,844	*$3,504*	$4,037	$4,200	16
	Gross income deductions:								
17	Interest accrued on funded debt	15,240	4,800	4,000	2,381	3,750	.....	.....	17
18	Other interest accrued	.....	1,063	.....	793	1,539	.....	1,240	18
19	Rents for lease of other roads and equipment	.....	.....	.....	.....	.....	.....	2,237	19
20	Other rents, debits	1,515	.....	.....	.....	368	.....	.....	20
21	Sinking fund deductions	.....	.....	.....	.....	.....	.....	.....	21
22	Other contractual deductions	.....	.....	.....	.....	.....	.....	.....	22
23	Amortization charged to income	.....	.....	.....	420	.....	.....	.....	23
24	Total deductions from gross income	$16,755	$5,863	$4,000	$3,595	$5,657	.....	$3,477	24
25	Net corporate income	*$8,717*	$5,867	*$5,755*	*$1,750*	*$9,162*	$4,037	$723	25
26	Surplus or deficit June 30, 1909	*25,946*	6,102	18,496	*4,923*	*11,438*	1,024	*98*	26
27	Miscellaneous credits	.....	.....	.....	.....	.....	.....	.....	27
28	Dividends on preferred stock	.....	.....	.....	.....	.....	.....	.....	28
29	Dividends on common stock	.....	4,000	.....	.....	.....	.....	.....	29
30	Miscellaneous debits	915	.....	.....	.....	4,364	.....	.....	30
31	Surplus or deficit June 30, 1910	*$35,578*	$7,969	$12,741	*$6,673*	*$24,964*	$5,062	$625	31

[17] Erroneously includes over four years' back salaries of president and treasurer (amount not specified).

TABLE 201: BALANCE SHEET, OPERATING ELECTRIC

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side. Figures are shown to the nearest dollar only.

L. No.	Electric City. 65	Newark & Marion. 66	Buffalo & Depew. 67	Nassau County. 68	St. Lawrence & I. E. R. R. & Land. 69	Putnam & Westchester. 70	Northport Traction. 71	Paul Smith's E. L. & Power & R. R. 72	Hornellsville & Canisteo. 73	L. No.
1	.....	.....	$742	$6,091	$334	$1,545	.....	$1		1
2	.....	.....	11	163	1,695	68	$79	11,520		2
3	.....	.....	321	.....	2,475	.....	.....	4,557		3
4	.....	.....	.....	.....	.....	.....	.....	.....		4
5	.....	.....	.....	.....	.....	.....	.....	.....		5
6	.....	.....	.....	.....	.....	.....	.....	.....		6
7	.....	.....	.....	.....	.....	.....	.....	.....		7
8	$143,565	$353,898	671,962	41,835	432,091	147,002	48,480	142,871		8
9	.....	.....	.....	.....	60,868	.....	.....	510,250		9
10	72	.....	.....	.....	.....	1,442	.....	174	Consolidated	10
11	.....	.....	269,172	.....	.....	7,507	8,510	.....	October 6, 1909, into	11
12	$143,636	$353,898	$942,208	$48,089	$497,464	$157,564	$57,069	$669,373	Hornell Traction	12
13	$47,967	$3,898	$287,208	$5,595	[13] $23,548	$11,354	$11,369	$17,879	Company.	13
14	.....	250,000	350,000	.....	200,000	71,000	.....	400,000		14
15	.....	.....	.....	.....	.....	.....	.....	.....		15
16	.....	.....	.....	.....	.....	.....	.....	.....		16
17	726	.....	.....	700	.....	210	700	1,462		17
18	.....	.....	.....	.....	.....	.....	.....	.....		18
19	2,126	.....	.....	.....	.....	.....	.....	.....		19
20	.....	.....	.....	.....	.....	.....	.....	.....		20
21	80,000	100,000	305,000	35,000	250,000	75,000	45,000	200,000		21
22	.....	.....	.....	.....	.....	.....	.....	.....		22
23	12,817	.....	.....	6,794	23,916	.....	.....	50,031		23

[13] Includes $2800 amount due bondholders on account of payments on notes for which they are personally holden and which were issued for purchase of equipment.

TABLE 202: INCOME ACCOUNT, OPERATING ELECTRIC

See explanatory note under heading of Table 201

L. No.	Electric City. 65	Newark & Marion. 66	Buffalo & Depew. 67	Nassau County. 68	St. Lawrence & I. E. R. R. & Land. 69	Putnam & Westchester. 70	Northport Traction. 71	Paul Smith's E. L. & Power & R. R. 72	Hornellsville & Canisteo. [19] 73	L. No.
1	$20,636	$17,625	$16,950	$15,702	$15,012	$12,102	$11,602	$10,004	$8,547	1
2	13,959	14,056	23,589	10,098	9,216	9,054	12,358	6,430	3,201	2
3	$6,677	$3,568	*$6,638*	$5,604	$5,796	$3,048	*$756*	$3,574	$5,346	3
4	987	652	1,920	751	1,078	649	413	551	278	4
5	$5,690	$2,916	*$8,558*	$4,852	$4,719	$2,399	*$1,169*	$3,023	$5,067	5
6	.....	.....	.....	.....	2,594	.....	.....	34,792	.....	6
7	$5,690	$2,916	*$8,558*	$4,852	$7,312	$2,399	*$1,169*	$37,815	$5,067	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	2	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	.....	.....	.....	.....	.....	.....	$2	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	$2	.....	15
16	$5,690	$2,916	*$8,558*	$4,852	$7,312	$2,399	*$1,169*	$37,817	$5,067	16
17	.....	.....	17,500	.....	.....	3,275	.....	20,000	800	17
18	1,032	61	.....	.....	953	555	.....	44	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	44	370	.....	500	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	$1,032	$61	$17,500	.....	$953	$3,874	$370	$20,044	$1,300	24
25	$4,657	[18] 2,854	*$26,058*	$4,852	$6,359	*$1,476*	*$1,539*	$17,773	$3,767	25
26	8,300	.....	*243,114*	1,942	17,556	*6,132*	*6,972*	*32,872*	59,448	26
27	.....	.....	.....	.....	.....	101	.....	9	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
30	141	.....	.....	.....	.....	.....	.....	623	.....	30
31	$12,817	.....	*$269,172*	$6,794	$23,916	*$7,507*	*$8,510*	$50,031	[20] $63,216	31

[18] Absorbed by Syracuse Railroad Construction Co., which is temporarily carrying on the operation of the road in the name of the Newark & Marion Ry. Co. [19] Period of operations July 1, 1909, to October 6, 1909, on which date Hornellsville Electric Ry. Co. and Hornellsville & Canisteo Ry. Co. were consolidated into Hornell Traction Co. [20] As of October 6, 1909.

RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York

alphabetic order and their ranking on the basis of railroad operating revenues, see page 195.

L. No.	Item.	Adirondack Lakes' Traction. 74	Hornellsville Electric. 75	Port Jervis Traction. 76	Catskill Traction. 77	Hoosick Falls. 78	Catskill Electric. 79	Shore Line Electric. 80	L. No.
1	Cash	$593		$701	$5,091	$159		.....	1
2	Other current assets	1,816		.....	73	2,188		.....	2
3	Materials and supplies	.....		13,015	480	.....		.....	3
	Investments:								
4	Free investments	.....		.....	.....	.....		.....	4
5	Contractual fund investments	.....		.....	.....	.....		.....	5
6	Mortgaged or pledged investments	.....		.....	.....	.....		.....	6
7	Other bound investments	.....		.....	.....	.....		.....	7
8	Cost of road and equipment	157,144		32,642	105,408	100,000		$110,000	8
9	Other fixed capital	.....		.....	.....	.....		.....	9
10	All other debit balances	.....	Consolidated	724	9,558	2,992	Property	.....	10
11	Corporate deficit	38,995	October 6,	2,020	651	4,172	sold April	809	11
12	Total	$198,548	1909, into Hornell Traction Company.	$49,102	$121,260	$109,512	12, 1910, to Catskill Traction Company.	$110,810	12
13	Unfunded debt	$44,548		$29,102	$1,260	$109,469		[14] 110,810	13
14	Funded debt	94,000		.....	60,000	.....		.....	14
	Reserves:								
15	Permanent reserves	.....		.....	.....	.....		.....	15
16	Contractual reserves	.....		.....	.....	.....		.....	16
17	Accrued amortization of capital	.....		.....	.....	.....		.....	17
18	Other required reserves	.....		.....	.....	.....		.....	18
19	Optional reserves	.....		.....	.....	43		.....	19
	Capital stocks								
20	Preferred	.....		.....	.....	.....		.....	20
21	Common	60,000		20,000	60,000	.....		.....	21
22	All other credit balances	.....		.....	.....	.....		.....	22
23	Corporate surplus	.....		.....	.....	.....		.....	23

For balance sheet of No. 11, Fonda, Johnstown and Gloversville Railroad Co., see Table 101.

[14] Includes $110,000 due Franklin L. Babcock, in payment of which there is to be issued to him $110,000 full paid capital stock of the company, in accordance with terms of purchase contract.

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

Figures in *italics* denote *losses during year* and *deficits.*

L. No	Item.	Adirondack Lakes' Traction. 74	Hornellsville Electric. [19] 75	Port Jervis Traction. [21] 76	Catskill Traction. [22] 77	Hoosick Falls. [35] 78	Catskill Electric. [23] 79	Shore Line Electric. [25] 80	L. No.
1	Street railroad operating revenues	$6,499	$6,389	$3,941	$3,831	$2,606	$1,559	$1,056	1
2	Street railroad operating expenses	7,414	4,483	5,145	3,581	6,568	1,142	1,854	2
3	Net operating revenues, street railroad	*$915*	$1,907	*$1,203*	$250	*$3,962*	$417	*$799*	3
4	Taxes accrued, street railroad	518	717	859	165	125	.....	11	4
5	Operating income, street railroad	*$1,433*	$1,190	*$2,063*	$85	*$4,087*	$417	*$809*	5
6	Net income, other operations	.....	.....	.....	.....	.....	.....	.....	6
7	Total operating income	*$1,433*	$1,190	*$2,063*	$85	*$4,087*	$417	*$809*	7
	Non-operating income:								
8	Rents accrued from lease of road	.....	.....	.....	.....	.....	.....	.....	8
9	Other rents, credits	.....	.....	.....	.....	.....	.....	.....	9
10	Interest revenues	.....	.....	.....	.....	.....	.....	.....	10
11	Dividends on stocks owned	.....	.....	.....	.....	.....	.....	.....	11
12	All other non-operating revenues	.....	.....	.....	364	.....	.....	.....	12
13	Total non-operating revenues	.....	.....	.....	$364	.....	.....	.....	13
14	Non-operating revenue deductions	.....	.....	.....	.....	.....	.....	.....	14
15	Total non-operating income	.....	.....	.....	$364	.....	.....	.....	15
16	Gross income	*$1,433*	$1,190	*$2,063*	$449	*$4,087*	$417	*$809*	16
	Gross income deductions:								
17	Interest accrued on funded debt	4,700	700	.....	1,000	.....	.....	.....	17
18	Other interest accrued	747	.....	.....	.....	.....	.....	.....	18
19	Rents for lease of other roads and equipment	40	.....	.....	.....	.....	.....	.....	19
20	Other rents, debits	.....	.....	.....	.....	85	25	.....	20
21	Sinking fund deductions	.....	.....	.....	.....	.....	.....	.....	21
22	Other contractual deductions	.....	.....	.....	.....	.....	.....	.....	22
23	Amortization charged to income	.....	.....	.....	100	.....	.....	.....	23
24	Total deductions from gross income	$5,487	$700	.....	$1,100	$85	$25	.....	24
25	Net corporate income	*$6,920*	$490	*$2,063*	*$651*	*$4,172*	$392	*$809*	25
26	Surplus or deficit June 30, 1909	*32,076*	*19,490*	44	.....	.....	.....	.....	26
27	Miscellaneous credits	.....	.....	.....	.....	.....	.....	.....	27
28	Dividends on preferred stock	.....	.....	.....	.....	.....	.....	.....	28
29	Dividends on common stock	.....	.....	.....	.....	.....	.....	.....	29
30	Miscellaneous debits	.....	.....	.....	.....	.....	.....	.....	30
31	Surplus or deficit June 30, 1910	*$38,995*	[20] *$19,001*	*$2,020*	*$651*	*$4,172*	[24] $392	*$809*	31

For income account of corporation No. 11, Fonda, Johnstown and Gloversville Railroad Co., see Table 102.

[19] Period of operations July 1, 1909, to October 6, 1909, on which date Hornellsville Electric Ry. Co. and Hornellsville & Canisteo Ry. Co. were consolidated into Hornell Traction Co. [20] As of October 6, 1909. [21] Period of operations February 1, 1910, date of reorganization, to June 30, 1910.

[22] Period of operations April 12, 1910, date of reorganization, to June 30, 1910. [23] Report covers period from February 12, 1910, to April 12, 1910, during which time road was operated by W. C. Wood. [24] As of April 12, 1910. [25] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910. [35] Period of operations May 27, 1910, date of acquisition of property, to June 30, 1910.

TABLE 203: INVESTMENTS, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The items are included under the head of "Investments" in the Balance Sheet, Table 201, and are divided into two groups: A. Free Investments, and B. Pledged or Otherwise Bound Investments. In each group the items are classified as follows: 1, bonds of corporations independent of the respondent; 2, other funded debt of independent corporations; 3, stocks of independent corporations; 4, bonds of system corporations; 5, other funded debt of system corporations; 6, stocks of system corporations; 7, advances to system corporations; 8, land; 9, improvements on land; 10, all other investments.

Figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Group and Class.	Investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
			Rate of int. or con. div.	* Date of maturity.	Par value of amount held.				
1	.....	**International:**							
	A1	Clifton Hotel Co., Ltd., 2nd mtge. real estate	6	July 1911	$10,000	May 1906	$10,000	$10,000	$600
	A1	Buffalo Board of Trade, 3rd mtge	5	May 1918	250	Aug 1908	250	250	13
	A3	Clifton Hotel Co., Ltd	....	.....	15,000	Sep 1903	15,000	15,000	.....
	A4	Crosstown St. Ry. Co., 1st mtge	5	May 1932	350,000	Feb 1902	350,000	350,000	17,500
	A6	Crosstown St. Ry. Co	....	.....	[1] 2,860,000	Feb 1902	5,000	5,000	.....
	A6	Electric City Ry. Co	....	.....	80,000	Oct 1905	108,500	108,500	.....
		Totals	....	.....	$3,315,250	.....	$488,750	$488,750	$18,113
2	.....	**New York State Railways:**							
	A3	Rochester Driving Park Association	....	.....	$1,000	Apr 1890	$1,370	$1,370	.....
	A4	Rome City Ry	5	Apr 1950	200,000	May 1910	200,000	200,000	$1,361
	A6	Glen Haven Improvement Co	....	.....	14,500	1903	14,500	14,500	.....
	A6	Oneida Ry. Co	1	.....	1,922,700	Mar 1909	1,922,700	1,922,700	19,227
	A6	Syracuse Rapid Transit Ry. Co., common	....	.....	1,980,200	Mar 1909	1,980,200	1,980,200	.....
	A6	Syracuse Rapid Transit Ry. Co., preferred	6	.....	337,300	Mar 1909	337,300	337,300	25,297
	A6	Schenectady Ry., common	4	.....	2,050,000	Mar 1909	2,050,000	2,050,000	123,000
	A6	Utica & Mohawk Valley, common	1	.....	5,000,000	Mar 1909	5,000,000	5,000,000	50,000
	A6	Utica & Mohawk Valley, preferred	5	.....	2,500,000	Mar 1909	2,500,000	2,500,000	156,250
	A6	Rochester & Suburban Ry. Co., common	....	.....	66,800	May 1910	66,800	66,800	.....
	A6	Rochester & Suburban Ry. Co., preferred	....	.....	334,000	May 1910	334,000	334,000	.....
	A6	Rochester El. Ry. Co., common	....	.....	173,900	May 1910	173,900	173,900	.....
	A6	Ontario Light & Traction Co	....	.....	100,000	May 1910	100,000	100,000	.....
		Totals	....	.....	$17,995,650	.....	$15,169,520	$15,169,520	$393,248
3	.....	**United Traction:**							
	A3	Troy & Cohoes Ry. Co	....	.....	$150	Dec 1904	$195	$195	.....
	A4	Cohoes Ry. Co., 1st	5	May 1924	84,000	May 1904	.....	84,000	.....
	A4	Hudson Valley Ry. Co., cons	5	Jul 1951	2,103,000	Dec 1906			$103,800
	A4	Hudson Valley Ry. Co., coll	5	Mar 1911	500,000	Dec 1906			24,433
	A4	Hudson V. Ry. Co., non-cum. inc. "A" deb. gold	5	Jul 1951	454,800	Dec 1906	.....	7,303,750	
	A4	Hudson V. Ry. Co., non-cum. inc. "B" conv. deb. gold	2	Jan 1951	2,500,000	Dec 1906			
	A6	Hudson Valley Ry. Co	....	.....	2,898,700	Dec 1906			
	A6	Waterford & Cohoes R.R. Co	....	.....	17,400	Jan 1900	[2]	26,539	1,218
	A6	Capitol Ry	....	.....	10,000	Various	10,000	10,000	.....
	A6	Forest Park Ry. Co	....	.....	1,600	May 1907	12,981	12,981	.....
	A6	First Co. Great Western Turnpike Rd. Co	....	.....	27,405	Mar 1907	.....	1	.....
	A6	Cohoes Ry. Co	....	.....	120,000	Various	.....	120,000	9,600
	A7	Capitol Ry	....	.....	.....	.....	95,640	95,640	.....
		Totals	....	.....	$8,717,055	.....	$118,816	$7,653,106	$139,051
4	.....	**Syracuse Rapid Transit:**							
	A1	Onondaga Hotel Corporation	5	Oct 1938	$5,000	1909	$5,000	$5,000	$194
	A3	Onondaga Hotel Corporation	....	.....	500	1909	.....	1	.....
	A3	Onondaga County Fair Association	....	.....	600	1904	200	200	.....
	A6	East Side Traction Co	....	.....	300,000	1899	36,377	36,377	.....
	A6	Syracuse Land & Steamboat Co	....	.....	10,000	1897	7,500	7,500	.....
		Totals	....	.....	$316,100	.....	$49,077	$49,078	$194
6	.....	**Schenectady:**							
	A3	Rexford Flats Bridge Co	....	.....	$2,000	Jan 1902	$2,500	$2,500	$400
	A6	Electric Express Co	....	.....	12,500	Oct 1902	12,500	12,500	.....
	A10	Sarah G. Blinn	4	.....	1,000	Feb 1904	1,000	1,000	40
		Totals	....	.....	$15,500	.....	$16,000	$16,000	$440
8	.....	**Buffalo & Lake Erie Traction:**							
	A3	Jamestown, Chautauqua & Lake Erie Ry. Co	....	.....	$403,700	Jun 1907	[3]	$403,700	.....
	A3	Dunkirk Street Ry	....	.....	750,000	Jun 1907	[4]	750,000	.....
		Totals	....	.....	$1,153,700	.....	.....	$1,153,700	.....
9	.....	**Hudson Valley:**							
	A3	Indian River Power Co	....	.....	$1	.....	.....	$1	.....
	A6	Warren Co. El. Lt., Ht. & Pr. Co	....	.....	10,000	.....	[5] $10,000	10,000	.....
	A6	Kaydeross Park Co	....	.....	960	.....	.....	960	.....
	B4	North River Ry. Co	....	.....	200,000	Dec 1905	[6]	200,000	.....
	B4	Ft. Wm. Henry Hotel Co	4	Jul 1951	45,000	.....	40,000	40,000	$1,800
	B6	North River Ry Co	5	Jan 1952	200,000	Dec 1905	[6]	200,000	.....
	B8–9	Investment, real estate	....	.....	.....	Various	20,907	20,907	.....
		Totals	....	.....	$455,961	.....	$70,907	$471,868	$1,800
12	.....	**Rochester, Syracuse & Eastern:**							
	A3	Syracuse Terminal Association	....	.....	$12,500	Jul 1906	.....	.....	.....
	A3	Electric Terminal Association	....	.....	25,000	Oct 1906	.....	.....	.....
		Totals	....	.....	$37,500	.....	.....	.....	.....
14	.....	**Auburn & Syracuse Electric:**							
	A1	Skaneateles Lake Transportation Co	6	Jun 1915	$8,500	May 1907	$7,650	$7,650	.....
	A3	Skaneateles Lake Transportation Co	....	.....	25,000	Jun 1905	.....	.....	.....
	A3	Edgecliff Park Co	....	.....	50,000	Nov 1904	500	500	.....
	A3	Syracuse Terminal Association	....	.....	12,500	Jul 1906	.....	.....	.....
		Totals	....	.....	$96,000	.....	$8,150	$8,150	.....
16	.....	**Western New York & Pennsylvania Traction:**							
	A6	Shingle House R.R. Co	....	.....	$40,000	.....	.....	$5,000	.....
	A8	Jersey Farm	....	.....	.....	.....	.....	3,275	.....
		Totals	....	.....	$40,000	.....	.....	$8,275	.....

[1] Of this amount, $2,000,000 is deposited as collateral security for issue of Buffalo Ry. Co.'s debenture mortgage 5% bonds due 1917; $1,000,000 outstanding; Metropolitan Trust Co. of New York, trustee. [2] One share purchased for $100 cash; balance of stock to the value of $26,439 turned over to the United Traction Co. at time of consolidation. [3] Received in exchange for Buffalo & Lake Erie Traction Co. stock, share for share.

[4] Received with other property in exchange for first refunding bonds, the amount of such bonds paid for the stock not being determined exactly. [5] Came in under consolidation June 30, 1901. [6] Secured at time of reorganization, December 20, 1905, by means of debenture bonds issued in exchange.

TABLE 203: INVESTMENTS, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The items are included under the head of "Investments" in the Balance Sheet, Table 201, and are divided into two groups: A. Free Investments, and B. Pledged or Otherwise Bound Investments. In each group the items are classified as follows: 1, bonds of corporations independent of the respondent; 2, other funded debt of independent corporations; 3, stocks of independent corporations; 4, bonds of system corporations; 5, other funded debt of system corporations; 6, stocks of system corporations; 7, advances to system corporations; 8, land; 9, improvements on land; 10, all other investments.

Figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Group and Class.	Investment.	Characteristics of securities held.			Actual money cost.	Book value.	Income accrued during year.
			Rate of int. or con. div.	Date of maturity.	Par value of amount held.	Date of acquisition.			
18	.....	**Syracuse, Lake Shore & Northern:**						
	A4	Onondaga Amusement Co	5	May 1916	$31,400	Mar 1909	$31,400	$31,400	.....
21	.....	**Elmira Water, Light & R.R.:**						
	A8	Real estate	....	.....	$1,675	.....	$1,675	$1,675	$72
	A8	Real estate	....	.....	11,582	.....	11,582	11,582	293
	B4	Elmira & Seneca Lake Traction Co., 1st	5	1927	200,000	1907			10,000
	B6	Elmira & Seneca Lake Traction Co	....	.....	200,000	1907	.....	236,516	.....
	B6	Roricks Glen Park Association	....	.....	5,000	1900			.....
	B6	West Water St. R.R. Co	....	.....	17,500	1900			.....
	B7	West Water St. R.R. Co	....	.....	.....	.....	23,464	23,464	.....
		Totals	....	.....	$435,757	.....	$36,721	$273,237	$10,365
23	.....	**Jamestown Street:**						
	B9	Improvements at Celeron Park	....	.....	.....	.....	$132,871	$132,871	.....
26	.....	**Niagara Gorge:**						
	A4	Lewiston & Youngstown Frontier Ry. Co	6	Jun 1916	$146,000	Apr 1907	$56,400	$56,400	$8,760
	A6	Lewiston & Youngstown Frontier Ry. Co	....	.....	130,000	Apr 1907			
	A6	Niagara Gorge Power Co	....	.....	2,000,000	.....	.....	.....	.....
		Totals	....	.....	$2,276,000	.....	$56,400	$56,400	$8,760
30	.....	**Ithaca Street:**						
	A9	Cornell Heights Park	....	.....	.....	.....	$15,930	$15,930	$1,128
32	.....	**Geneva & Auburn:**						
	B8-9	Waterloo, N. Y., house and lot	....	.....	.....	Jun 1895	$1,126	$1,126	$83
	B8-9	Seneca Falls, N. Y., house and two lots	....	.....	.....	Jun 1895	1,439	1,439	67
	B8-9	Seneca Falls, N. Y., West Fall St. lot	....	.....	.....	Jul 1908	85	85	.....
		Totals	....	.....	.....	.....	$2,650	$2,650	$150
39	.....	**Waverly, Sayre & Athens:**						
	B6	Sayre Ry. Co	....	.....	$200,000	1906	[7] $200,000	$200,000	.....
46	.....	**Syracuse & South Bay Electric:**						
	A6	Oneida Lake Terminal Co	....	.....	$4,000	Jun 1907	$4,000	$4,000	.....
47	.....	**Corning & Painted Post Street:**						
	A8	Real estate	....	.....	.....	.....	.....	$500	.....
		Grand totals	....	.....	$31,774,623	.....	$15,912,442	$25,246,685	$555,13

For investments of corporation No. 11, Fonda, Johnstown and Gloversville Railroad Co., see Table 103.

The following named corporations do not report any investments held on June 30, 1910:

5. Utica and Mohawk Valley.
7. Crosstown Street Railway of Buffalo.
10. Yonkers.
13. Westchester Electric.
15. Oneida.
17. Binghamton.
19. Buffalo, Lockport and Rochester (Corporation, placed in hands of receivers August 6, 1909).
19½. Buffalo, Lockport and Rochester (Receivers).
20. New York and Stamford.
22. Albany Southern.
24. Otsego and Herkimer.
25. Orange County Traction.
27. Chautauqua Traction.
28. Kingston Consolidated.
29. Poughkeepsie City and Wappingers Falls.
31. Syracuse and Suburban.
33. Westchester Street.
34. Warren and Jamestown Street.
35. Albany and Hudson (reorganized September 14, 1909).
36. Cohoes.
37. Tarrytown, White Plains and Mamaroneck (property sold December 8, 1909, to Westchester Street Railroad Co. and Shore Line Electric Railroad Co).
38. Cortland County Traction.
40. Black River Traction.
41. Rochester and Suburban.
42. Peekskill Lighting and Railroad.
43. Wallkill Transit.
44. Buffalo Southern.
45. Elmira and Seneca Lake.
48. Fishkill Electric.
49. New York and North Shore Traction.
50. Auburn and Northern Electric.
51. Huntington.
52. Ogdensburg Street.
53. Buffalo and Williamsville Electric.
54. Elmira, Corning and Waverly.
55. Troy and New England.
56. Penn Yan, Keuka Park and Branchport.
57. Hornell Traction.
58. Eastern New York.
59. Plattsburgh Traction.
60. New Paltz, Highland and Poughkeepsie Traction.
61. Rochester and Manitou.
62. Hudson River and Eastern Traction.
63. Glen Cove.
64. John Johnston.
65. Electric City.
66. Newark and Marion.
67. Buffalo and Depew.
68. Nassau County.
69. St. Lawrence International.
70. Putnam and Westchester Traction.
71. Northport Traction.
72. Paul Smith's Electric Light and Power and Railroad.
73. Hornellsville and Canisteo (consolidated into Hornell Traction Co. October 6, 1909).
74. Adirondack Lakes' Traction.
75. Hornellsville Electric (consolidated into Hornell Traction Co. October 6, 1909).
76. Port Jervis Traction.
77. Catskill Traction.
78. Hoosick Falls.
79. Catskill Electric (from February 12, 1910, to April 12, 1910, the road was operated under this title by W. C. Wood, who on latter date transferred the property to the Catskill Traction Co).
80. Shore Line Electric.

[7] $200,000 par value of first consolidated bonds issued therefor.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations whose roads lie partly within and partly
Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The figures are shown to the nearest dollar only.
The expenditures for road and equipment are shown according to the officially prescribed classification. Figures in *italics* denote *credits*.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

L. No.	International. 1	New York State Railways. 2	United Traction. 3	Syracuse Rapid Transit. 4	Utica & Mohawk Valley. 5	Schenectady. 6	Crosstown Street. 7	Buffalo & Lake Erie Traction. 8	Hudson Valley. 9	Yonkers. 10	L. No.
1	.....	$13,205	.....	.....	.....	.....	.....	.....	.....	.....	1
2	.....	.....	.....	.....	$251	.....	.....	.....	.....	.....	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	.....	*209*	.....	.....	.....	.....	.....	.....	.....	.....	4
5	$23	2,466	.....	$4,921	2,038	$2,734	.....	.....	$461	.....	5
6	.....	2,009	.....	.....	85	.....	.....	$2,000	.....	.....	6
7	2,699	3,090	.....	1,893	7,197	8,781	.....	893	.....	.....	7
8	5,230	2,765	$78	1,993	6,691	3,852	$456	1,952	2,298	.....	8
9	7,154	2,900	829	365	4,853	1,430	26	6,363	4	.....	9
10	26,143	12,615	3,572	11,109	10,998	3,844	414	6,643	5,363	.....	10
11	187	12,726	8,086	12,239	1,694	14,021	.....	880	1,169	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	17,356	7,409	1,879	3,924	7,830	3,385	2,240	9,555	1,647	*$415*	13
14	61,512	142,518	25,490	62,843	39,685	46,138	2,964	987	15,052	*293*	14
15	.....	.....	17	129	430	8	.....	20	29	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	6,472	3,273	170	3,886	4,840	721	17,460	16	6,237	.....	18
19	13,836	5,612	.....	.....	219	221	17,189	22	223	.....	19
20	3,431	543	6,846	.....	.....	.....	.....	19	608	500	20
21	.....	1,065	10	.....	.....	127	.....	.....	.....	1,666	21
22	5,568	5,459	.....	2,177	1,225	8,977	358	554	.....	4,477	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	5,464	.....	.....	.....	.....	24
25	20,236	25,339	686	3,264	4,366	11,302	455	.....	2,619	.....	25
26	.....	.....	.....	.....	.....	.....	.....	315	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	.....	4,220	.....	.....	.....	6,155	.....	.....	.....	.....	28
29	.....	.....	.....	85	382	310	.....	133	.....	720	29
30	1,082	24,744	138	.....	.....	144	.....	19	601	1,065	30
31	.....	1,299	2,217	174	2,473	.....	.....	1,023	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	226	.....	2,353	.....	.....	353	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	9	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	.....	11,382	.....	.....	.....	.....	.....	.....	.....	.....	38
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	17,499	426	1,441	26	.....	13,324	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	934	5,046	1,433	115	200	223	.....	90	.....	38	42
43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	43,785	89,822	.....	1,058	2,653	32	.....	345	4,215	.....	44
45	1,278	59,654	154	.....	801	.....	.....	16	3,768	.....	45
46	1,009	3,143	.....	.....	.....	.....	.....	.....	.....	275	46
47	7,110	869	.....	138	1,078	824	.....	274	.....	.....	47
48	.....	265	.....	.....	1,669	569	.....	892	10	*629*	48
49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	50
51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	8,550	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	1,360	.....	.....	.....	7,174	107	.....	18	.....	.....	53
54	$252,452	$443,654	$53,045	$110,565	$108,838	$135,045	$41,562	[1] $638,903	$44,665	$7,404	54
55	$284,595	$607,060	$75,166	$122,549	$124,498	$194,964	$61,909	$645,069	$73,496	$16,689	55
56	[18] 32,654,312	17,471,006	10,692,733	9,590,348	11,069,752	6,261,212	6,743,926	13,857,765	9,144,670	3,347,449	56
57	$32,938,907	$18,078,065	$10,767,898	$9,712,898	$11,194,249	$6,456,176	$6,805,835	$14,502,834	$9,218,166	$3,364,138	57
58	141.23	136.11	41.38	45.39	66.66	59.78	52.66	[19] 97.39	110.10	25.88	58
59	$233,229	$132,819	$260,220	$213,988	$167,931	$107,999	$129,242	.....	$83,724	$129,989	59

[1] Includes $615,000 "Cost of consolidated road equipment built by contract" (so stated), and a credit of $9126 not distributed. [18] Includes $1,321,239 "International Traction Company Car Trust License" previously carried among current assets. [19] Mileage owned June 30, 1909; mileage owned June 30, 1910, not reported.

ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Rochester, Syracuse & Eastern. 12	Westchester Electric. 13	Auburn & Syracuse Electric. 14	Oneida. 15	Western New York & P. T. 16	Binghamton. 17	L. No.
	Fixed capital installed year ended June 30, 1910:							
1	Organization	.....	.....	.....	$1,052	$15,772	.....	1
2	Franchises, street railroad	.....	.....	.....	.....	.....	.....	2
3	Patent-rights, street railroad	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	.....	4
5	Right of way	$473,181	.....	$2,012	600	926	.....	5
6	Other street railroad land	.....	.....	.....	.....	150	$2,258	6
7	Grading	661,231	.....	3	6,424	674	1,131	7
8	Ballast	108,582	.....	.....	961	4,319	440	8
9	Ties	106,577	.....	.....	3,198	2,510	791	9
10	Rails, rail fastenings, and joints	182,641	.....	34	14,091	.....	2,839	10
11	Special work	16,011	.....	908	12	238	206	11
12	Underground construction	.....	.....	133	.....	.....	.....	12
13	Track laying and surfacing	92,571	.....	.....	4,401	4,767	1,131	13
14	Paving	3,618	.....	.....	667	1,053	.....	14
15	Roadway tools	71	.....	.....	332	.....	.....	15
16	Tunnels	.....	.....	.....	.....	.....	.....	16
17	Elevated structures and foundations	.....	.....	.....	.....	.....	.....	17
18	Bridges, trestles, and culverts	177,358	.....	.....	23,542	33	.....	18
19	Crossings, fences, and signs	48,721	.....	2,321	1,782	54	.....	19
20	Interlocking and other signal apparatus	.....	.....	.....	.....	38	.....	20
21	Telephone and telegraph lines	1,382	.....	.....	.....	.....	.....	21
22	Poles and fixtures	79,527	.....	250	2,057	2,229	266	22
23	Underground conduits	.....	.....	.....	.....	.....	.....	23
24	Transmission system	35,296	.....	.....	.....	441	.....	24
25	Distribution system	128,682	.....	34	3,926	4,516	2,857	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	47,211	.....	.....	.....	52	.....	27
28	Sub-station buildings	17,809	.....	.....	.....	1,507	.....	28
29	General office buildings and fixtures	113	.....	.....	235	.....	.....	29
30	Shops and car-houses	147	.....	.....	148,626	546	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	55,532	.....	426	3,081	.....	387	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	.....	.....	271	.....	33
34	Furnaces, boilers, and accessories	16,656	.....	.....	.....	.....	.....	34
35	Steam engines	56	.....	.....	.....	.....	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	36
37	Gas power equipment	.....	.....	.....	.....	1,173	.....	37
38	Power plant electric equipment	150,518	.....	.....	.....	6,663	.....	38
39	Miscellaneous power plant equipment	20	.....	.....	.....	95	.....	39
40	Sub-station equipment	57,182	$298	86	.....	2,071	.....	40
41	Cable power equipment	.....	.....	.....	.....	.....	.....	41
42	Shop equipment	42	.....	.....	23,642	.....	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	123,225	.....	824	1,776	4,821	.....	44
45	Electric equipment of cars	62,449	.....	.....	1,559	2,441	.....	45
46	Other rail equipment	18,959	.....	165	.....	2,486	.....	46
47	Miscellaneous equipment	.....	350	.....	275	507	.....	47
48	Engineering and superintendence	95,838	300	374	953	1,355	.....	48
49	Law expenditures during construction	50	607	.....	.....	.....	.....	49
50	Injuries during construction	.....	.....	.....	3	.....	.....	50
51	Taxes during construction	8	.....	.....	.....	.....	.....	51
52	Interest during construction	53,280	.....	.....	.....	.....	.....	52
53	Miscellaneous construction expenses	139,453	.....	.....	551	210	.....	53
54	Total fixed capital installed during year	$2,953,994	$1,555	$7,570	$243,747	$61,946	$12,307	54
55	Fixed capital installed since December 31, 1908	$3,108,483	$3,112	$30,069	$289,497	$97,308	$12,307	55
56	Fixed capital December 31, 1908	10,965,908	2,399,981	3,579,286	2,248,115	4,864,008	2,867,344	56
57	Total cost of road and equipment	$14,074,392	$2,403,093	$3,609,354	$2,537,612	$4,961,316	$2,879,651	57
58	Miles of road owned	79.25	29.97	35.60	6.86	87.97	30.91	58
59	Av. cost of road and equipment per mile owned	$177,595	$80,184	$101,386	$369,915	$56,397	$93,162	59

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations whose roads lie partly within and partly Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The figures are shown to the nearest dollar only.
The expenditures for road and equipment are shown according to the officially prescribed classification. Figures in *italics* denote *credits*.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

L. No.	Syracuse, Lake Shore & Northern. 18	B., L. & R. (Corporation). [2] 19	Buffalo, L. & R. (Receivers). [4] 19½	New York & Stamford. 20	Elmira Water, L. & R. R. 21	Albany Southern. [5] 22	Jamestown Street. 23	Otsego & Herkimer. 24	Orange County Traction. 25	Niagara Gorge. 26	Chautauqua Traction. 27	L. No.
1	.....	.....	.....	.....	.....	$3,295	.....	$1,030	.....	.....	$720	1
2	$100	.....	.....	$20,000	.....	.....	.....	.....	.....	.....	.....	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	.....	.....	$40	.....	.....	174	.....	.....	.....	.....	.....	4
5	100,350	$875	2,618	.....	.....	10,452	.....	.....	$60	$363	705	5
6	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	6
7	75,000	.....	219	675	$884	57,403	.....	.....	.....	.....	.....	7
8	.....	67	.....	872	.....	20,599	.....	.....	633	.....	79	8
9	.....	16	.....	2,295	1,240	25,021	.....	3,434	196	.....	44	9
10	.....	186	76	11,659	14,362	58,736	.....	1,572	.....	.....	.....	10
11	.....	.....	635	2,129	2,286	304	$1,201	.....	.....	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	108	213	2,922	2,598	22,162	.....	2,954	505	.....	579	13
14	.....	.....	.....	22,332	5,353	.....	.....	4,555	11,903	.....	.....	14
15	.....	89	1	.....	56	1,206	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,309	17
18	.....	.....	*1,149*	2	.....	19,192	.....	321	351	.....	.....	18
19	6,519	1,178	850	28	.....	2,620	.....	.....	39	.....	.....	19
20	.....	.....	.....	.....	387	.....	.....	17	.....	.....	.....	20
21	30	1	105	87	.....	6	.....	.....	.....	.....	.....	21
22	.....	15	1,029	1,085	276	785	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	925	.....	.....	.....	.....	.....	1,398	.....	.....	24
25	19	70	*127*	1,974	931	39,436	3,896	.....	164	.....	299	25
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	91	.....	.....	.....	.....	.....	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,166	.....	28
29	.....	17	441	.....	.....	737	196	61	.....	43	.....	29
30	.....	.....	798	1,113	.....	116	71	.....	.....	.....	13,257	30
31	17	.....	8,964	451	.....	1,329	.....	.....	.....	.....	1,446	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	7,934	.....	.....	728	.....	.....	33
34	.....	.....	.....	.....	.....	698	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	86	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	219	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	.....	.....	.....	.....	.....	2	.....	.....	21	.....	9,447	38
39	.....	.....	.....	.....	.....	64	.....	.....	.....	.....	.....	39
40	.....	.....	2,926	.....	.....	737	.....	207	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	.....	.....	76	.....	65	7	.....	.....	.....	.....	.....	42
43	.....	.....	.....	.....	.....	447	.....	.....	.....	.....	.....	43
44	.....	234	2,602	58,330	.....	1,264	.....	1,546	1,349	2,360	136	44
45	364	.....	435	54,442	.....	79	455	3,638	.....	.....	.....	45
46	165	.....	.....	3,218	.....	.....	.....	.....	.....	.....	.....	46
47	.....	.....	.....	.....	.....	34	.....	.....	.....	.....	507	47
48	25,000	.....	137	1,601	.....	27,579	.....	100	.....	.....	.....	48
49	.....	.....	2,467	.....	.....	.....	.....	.....	.....	.....	.....	49
50	.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	50
51	.....	.....	.....	.....	.....	847	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	12,677	.....	.....	.....	.....	.....	52
53	.....	.....	92	51	20	.....	.....	[7] 69,299	.....	.....	.....	53
54	$207,564	[3] $2,856	[4] $24,471	$185,359	[2] $28,458	[5] $316,258	$5,819	$88,735	$17,347	$8,932	$28,526	54
55	$1,036,919	$108,762	$133,233	$226,729	[3] $28,458	$1,013,246	$10,270	.....	$34,690	$11,829	$54,632	55
56	3,866,576	7,847,140	7,837,129	1,300,725	471,249	[6] 3,374,395	736,933	.....	959,194	2,041,138	963,963	56
57	$4,903,495	$7,955,902	$7,970,362	$1,527,454	$499,254	$4,387,640	$747,203	$88,735	$993,885	$2,052,967	$1,018,594	57
58	38.40	54.28	54.28	12.94	11.95	37.00	19.95	62.04	19.22	6.83	25.03	58
59	$127,695	$146,572	$146,838	$118,941	$41,779	.....	$37,454	$1,430	$51,710	$300,582	$40,695	59

[2] Erroneously includes $153 interest on paving assessment which is not carried under "Cost of road and equipment" on balance sheet. Respondent does not explain in what accounts this amount is shown, but in letter of April 26, 1910, stated that it had been "charged to income".
[3] Period of operations July 1, 1909, to August 6, 1909, date of receivership.
[4] Report covers period from August 6, 1909, date of receivership, to June 30, 1910.
[5] Period of operations September 14, 1909, date of reorganization, to June 30, 1910.
[6] Fixed capital as of September 14, 1909, date on which operations were begun.
[7] Undistributed remainder of a loan from the Trust Company of America used in taking over property.

ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Kingston Consolidated. 28	P. C. & W. F. E. 29	Ithaca Street. 30	Syracuse & Suburban. 31	Geneva & Auburn. 32	Westchester Street. [8] 33	Warren & Jamestown Street. 34	L. No.
	Fixed capital installed year ended June 30, 1910:								
1	Organization	.....	.....	.....	.....	$1,640	$43,551	.....	1
2	Franchises, street railroad	.....	.....	.....	.....	72	.....	.....	2
3	Patent-rights, street railroad	.....	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	208,258	.....	4
5	Right of way	.....	.....	.....	.....	448	.....	.....	5
6	Other street railroad land	.....	.....	.....	.....	.....	15,000	$279	6
7	Grading	$8,695	$74	.....	.....	1,375	37,066	.....	7
8	Ballast	.....	69	.....	.....	3,565	18,424	.....	8
9	Ties	3,799	104	.....	$78	667	21,246	.....	9
10	Rails, rail fastenings, and joints	6,062	16	.....	.....	1,255	94,629	.....	10
11	Special work	2,869	500	.....	2,483	1,657	13,612	378	11
12	Underground construction	.....	.....	.....	.....	.....	.....	.....	12
13	Track laying and surfacing	1,200	91	.....	1,076	2,146	8,806	.....	13
14	Paving	22,892	10,021	$1,255	.....	1,559	47,754	.....	14
15	Roadway tools	.....	.....	22	.....	68	149	.....	15
16	Tunnels	.....	.....	.....	.....	.....	.....	.....	16
17	Elevated structures and foundations	.....	.....	.....	.....	.....	.....	.....	17
18	Bridges, trestles, and culverts	.....	.....	.....	.....	1,209	3,132	.....	18
19	Crossings, fences, and signs	452	100	.....	.....	293	.....	.....	19
20	Interlocking and other signal apparatus	.....	.....	15	1,303	.....	.....	.....	20
21	Telephone and telegraph lines	.....	.....	.....	.....	.....	.....	.....	21
22	Poles and fixtures	.....	.....	.....	.....	103	11,220	.....	22
23	Underground conduits	.....	38	.....	.....	.....	.....	43	23
24	Transmission system	.....	.....	.....	.....	.....	.....	.....	24
25	Distribution system	.....	.....	.....	1,366	1,661	55,583	.....	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	.....	.....	.....	.....	394	23,575	.....	27
28	Sub-station buildings	.....	.....	.....	.....	.....	.....	.....	28
29	General office buildings and fixtures	.....	133	26	.....	52	721	.....	29
30	Shops and car-houses	.....	.....	.....	.....	.....	15,845	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	.....	.....	.....	.....	24	.....	.....	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	25	198	.....	.....	.....	33
34	Furnaces, boilers, and accessories	.....	.....	.....	.....	1,580	11,276	.....	34
35	Steam engines	.....	.....	.....	.....	140	6,369	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	9,448	36
37	Gas power equipment	.....	.....	.....	.....	.....	.....	.....	37
38	Power plant electric equipment	.....	.....	.....	2,548	448	4,634	.....	38
39	Miscellaneous power plant equipment	.....	.....	46	.....	.....	462	.....	39
40	Sub-station equipment	.....	.....	100	113	.....	14,317	.....	40
41	Cable power equipment	.....	.....	.....	.....	.....	.....	.....	41
42	Shop equipment	.....	.....	.....	.....	.....	2,625	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	.....	113	115	1,749	21,043	88,047	13	44
45	Electric equipment of cars	.....	90	.....	658	6,566	60,357	30	45
46	Other rail equipment	.....	.....	.....	.....	934	5,480	.....	46
47	Miscellaneous equipment	.....	.....	.....	.....	.....	.....	820	47
48	Engineering and superintendence	958	.....	1,576	.....	3,943	35,880	.....	48
49	Law expenditures during construction	.....	.....	.....	.....	.....	7,176	.....	49
50	Injuries during construction	.....	.....	.....	.....	1,291	.....	.....	50
51	Taxes during construction	.....	.....	.....	.....	.....	7,176	.....	51
52	Interest during construction	.....	.....	.....	.....	3,146	71,761	.....	52
53	Miscellaneous construction expenses	.....	.....	.....	.....	1,083	.....	.....	53
54	Total fixed capital installed during year	$46,927	$11,350	$3,179	$11,571	$58,361	[8] $934,131	$11,011	54
55	Fixed capital installed since Dec. 31, 1908	$47,730	$14,942	$3,871	$53,772	$104,831	$934,131	$13,424	55
56	Fixed capital Dec. 31, 1908	1,124,266	1,319,027	742,930	1,030,721	895,873	.....	633,445	56
57	Total cost of road and equipment	$1,171,996	$1,333,969	$746,801	$1,084,493	$1,000,704	$934,131	$646,869	57
58	Miles of road owned	7.98	15.14	7.46	15.87	16.24	21.37	20.00	58
59	Average cost of road and equipment per mile owned	$146,867	$88,100	$100,107	$68,336	$61,619	$43,712	$32,344	59

[8] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations whose roads lie partly within and partly Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The figures are shown to the nearest dollar only.
The expenditures for road and equipment are shown according to the officially prescribed classification. Figures in *italics* denote *credits*.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

L. No.	Albany & Hudson. [9] 35	Cohoes. 36	Cortland County Traction. 38	Waverly, Sayre & Athens. 39	Black River Traction. 40	Rochester & Suburban. 41	Peekskill Lighting & R.R. 42	Wallkill Transit. 43	Buffalo Southern. 44	Elmira & Seneca Lake Traction. 45	Syracuse & South Bay Electric. 46	L. No.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	.....	.....	$125	.....	.....	.....	$2,000	$4,837	.....	$84	5
6	.....	.....	.....	.....	.....	$980	.....	.....	.....	.....	.....	6
7	.....	.....	.....	938	.....	1,612	.....	.....	.....	.....	45	7
8	.....	.....	.....	395	.....	267	.....	.....	.....	.....	623	8
9	*$14*	.....	.....	116	.....	349	.....	.....	.....	.....	.....	9
10	.....	.....	.....	924	.....	838	.....	.....	.....	.....	.....	10
11	.....	.....	$157	208	.....	4,883	.....	.....	1,278	.....	8	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	.....	.....	285	797	.....	2,164	.....	.....	.....	.....	.....	13
14	.....	.....	.....	675	.....	188	.....	.....	80	.....	.....	14
15	.....	.....	.....	8	.....	7	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	17
18	.....	.....	.....	1,051	.....	.....	.....	.....	359	$736	.....	18
19	.....	.....	126	.....	.....	.....	.....	.....	.....	.....	1,774	19
20	.....	.....	.....	65	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	21
22	.....	.....	.....	48	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	.....	.....	275	.....	.....	.....	.....	.....	24
25	.....	.....	375	.....	.....	.....	$87	.....	1,071	.....	.....	25
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	171	.....	.....	.....	.....	.....	1,690	.....	.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	60	137	.....	.....	.....	.....	.....	.....	.....	29
30	.....	.....	70	7	.....	5	220	11,102	.....	.....	.....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	542	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	197	.....	.....	2,336	585	598	.....	.....	.....	33
34	490	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	34
35	436	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	506	.....	.....	37
38	176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	40	.....	.....	.....	.....	.....	281	85	.....	.....	87	42
43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	18	.....	315	94	.....	12,113	.....	2,092	1,966	.....	148	44
45	.....	.....	1,460	150	.....	.....	846	954	377	.....	80	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	125	.....	.....	58	.....	.....	322	.....	.....	.....	.....	47
48	.....	.....	.....	.....	.....	.....	996	246	2,098	.....	.....	48
49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,520	52
53	26	.....	.....	.....	.....	.....	.....	955	255	.....	5,885	53
54	[9] $1,322	.....	$3,216	$5,794	.....	$26,017	$3,336	$18,041	$14,540	$736	$22,796	54
55	$84,654	$2,157	$3,880	$6,560	.....	$26,052	$4,818	$32,554	$54,388	$736	$46,921	55
56	[10] 3,591,431	219,375	819,925	473,738	$105,000	1,002,442	578,775	650,480	1,086,920	475,542	1,653,172	56
57	[10] $3,676,085	$221,532	$823,806	$480,298	$105,000	$1,028,494	$583,594	$683,034	$1,141,308	$476,278	$1,700,094	57
58	37.00	6.25	15.92	10.35	10.00	5.87	10.20	11.59	24.50	11.08	9.58	58
59	.....	$35,445	$51,747	$46,405	$10,500	$175,212	$57,215	$58,933	$46,584	$42,985	$177,463	59

[9] Period of operations July 1, 1909, to September 14, 1909, date of reorganization.

[10] Also includes gas and electric departments.

ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Corning & Painted Post Street. 47	Fishkill Electric. 48	New York & North Shore Traction. 49	Auburn & Northern Electric. 50	Huntington. 51	Ogdensburg Street. 52	Buffalo & Williamsville Electric. 53	L. No.
	Fixed capital installed year ended June 30, 1910:								
1	Organization	.....	.....	.....	.....	.....	.....	.....	1
2	Franchises, street railroad	.....	.....	.....	.....	.....	.....	.....	2
3	Patent-rights, street railroad	.....	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	.....	.....	4
5	Right of way	.....	.....	.....	.....	$3,808	.....	.....	5
6	Other street railroad land	.....	.....	.....	.....	.....	.....	.....	6
7	Grading	$297	.....	.....	.....	10,784	.....	.....	7
8	Ballast	502	.....	.....	.....	.....	.....	.....	8
9	Ties	.....	.....	.....	.....	4,011	.....	.....	9
10	Rails, rail fastenings, and joints	2,964	.....	.....	.....	321	.....	.....	10
11	Special work	1,457	.....	.....	.....	6,469	.....	.....	11
12	Underground construction	.....	.....	.....	.....	.....	.....	.....	12
13	Track laying and surfacing	216	.....	.....	.....	19,318	.....	.....	13
14	Paving	.....	.....	.....	.....	4,720	.....	.....	14
15	Roadway tools	.....	.....	.....	.....	107	.....	.....	15
16	Tunnels	.....	.....	.....	.....	.....	.....	.....	16
17	Elevated structures and foundations	.....	.....	.....	.....	.....	.....	.....	17
18	Bridges, trestles, and culverts	.....	.....	.....	.....	5,297	.....	.....	18
19	Crossings, fences, and signs	.....	.....	.....	$489	9,856	.....	.....	19
20	Interlocking and other signal apparatus	.....	.....	.....	.....	.....	.....	.....	20
21	Telephone and telegraph lines	.....	.....	.....	.....	1,514	.....	.....	21
22	Poles and fixtures	11	.....	.....	.....	10,730	.....	.....	22
23	Underground conduits	.....	.....	.....	.....	116	.....	.....	23
24	Transmission system	.....	.....	.....	.....	2,823	.....	.....	24
25	Distribution system	63	.....	.....	.....	18,259	.....	.....	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	.....	.....	.....	.....	.....	.....	.....	27
28	Sub-station buildings	.....	.....	.....	.....	7,705	.....	.....	28
29	General office buildings and fixtures	.....	.....	.....	.....	2,585	.....	.....	29
30	Shops and car-houses	441	.....	.....	.....	534	.....	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	.....	.....	.....	.....	.....	$1,123	.....	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	.....	.....	.....	.....	.....	33
34	Furnaces, boilers, and accessories	.....	.....	.....	.....	.....	.....	.....	34
35	Steam engines	.....	.....	.....	.....	.....	.....	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	.....	36
37	Gas power equipment	.....	.....	.....	.....	.....	.....	.....	37
38	Power plant electric equipment	.....	.....	.....	.....	.....	.....	.....	38
39	Miscellaneous power plant equipment	.....	.....	.....	.....	.....	.....	.....	39
40	Sub-station equipment	.....	.....	.....	.....	11,684	.....	.....	40
41	Cable power equipment	.....	.....	.....	.....	.....	.....	.....	41
42	Shop equipment	.....	.....	.....	.....	.....	.....	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	.....	.....	.....	6,400	21,965	.....	.....	44
45	Electric equipment of cars	.....	.....	.....	4,000	15,201	.....	.....	45
46	Other rail equipment	.....	.....	.....	.....	1,193	.....	.....	46
47	Miscellaneous equipment	90	.....	.....	.....	.....	.....	.....	47
48	Engineering and superintendence	87	.....	.....	.....	102	.....	.....	48
49	Law expenditures during construction	50	.....	.....	.....	.....	.....	.....	49
50	Injuries during construction	.....	.....	.....	.....	621	.....	.....	50
51	Taxes during construction	.....	.....	.....	.....	.....	.....	.....	51
52	Interest during construction	.....	.....	.....	.....	.....	.....	.....	52
53	Miscellaneous construction expenses	.....	.....	.....	.....	318	.....	.....	53
54	Total fixed capital installed during year	$6,157	.....	.....	$10,889	$160,043	$1,123	.....	54
55	Fixed capital installed since Dec. 31, 1908	$6,157	.....	.....	$11,914	$335,515	$4,266	.....	55
56	Fixed capital Dec. 31, 1908	242,525	$100,000	$500,000	634,500	220,044	300,000	$253,083	56
57	Total cost of road and equipment	$248,682	$100,000	$500,000	$646,414	$555,558	$304,266	$253,083	57
58	Miles of road owned	5.25	4.26	18.19	9.04	18.60	9.50	8.89	58
59	Average cost of road and equipt. per mile owned	$47,368	$23,474	$27,487	$71,506	$29,869	$32,028	$28,468	59

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations whose roads lie partly within and partly Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The figures are shown to the nearest dollar only.
The expenditures for road and equipment are shown according to the officially prescribed classification. Figures in *italics* denote *credits*.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

L. No.	Elmira, Corning & Waverly. 54	Troy & New England. 55	Penn Yan, Keuka P. & B. 56	Hornell Traction. [11] 57	Eastern New York. 58	Platts-burgh Traction. 59	New Paltz, H. & P. Traction. 60	Rochester & Manitou. 61	Hudson River & E. T. 62	Glen Cove. 63	John Johnston. 64	L. No.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	$66,260	.....	.....	.....	.....	.....	.....	$726	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	31,475	.....	.....	.....	.....	$281	.....	7,149	.....	.....	.....	7
8	991	.....	.....	.....	.....	226	.....	.....	.....	.....	.....	8
9	1,227	.....	.....	.....	.....	81	.....	819	.....	.....	.....	9
10	11,376	.....	.....	.....	.....	.....	.....	1,907	$392	.....	.....	10
11	10	.....	.....	.....	.....	523	.....	30	302	.....	.....	11
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	4,150	.....	.....	.....	.....	266	.....	249	1,277	.....	.....	13
14	25	.....	.....	$6,099	.....	82	.....	.....	738	.....	.....	14
15	8	.....	.....	.....	.....	2	.....	7	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	1,682	.....	.....	.....	$796	.....	.....	20,388	.....	.....	.....	18
19	1,112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	3,425	.....	.....	.....	.....	.....	.....	332	.....	.....	.....	20
21	1,272	.....	.....	.....	.....	.....	.....	23	.....	.....	.....	21
22	780	.....	.....	.....	.....	.....	.....	1,004	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	3,982	.....	.....	.....	.....	107	.....	316	.....	.....	.....	25
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	8,254	$283	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	.....	.....	.....	.....	.....	65	.....	.....	.....	29
30	.....	.....	.....	.....	.....	172	.....	.....	49	.....	.....	30
31	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	429	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
38	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	679	1,333	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	.....	.....	.....	.....	.....	.....	.....	5	171	.....	.....	42
43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
44	704	.....	.....	.....	.....	.....	$2,300	226	.....	.....	.....	44
45	1,848	.....	.....	.....	.....	.....	.....	152	.....	.....	.....	45
46	.....	.....	.....	.....	.....	.....	.....	44	.....	.....	.....	46
47	.....	.....	.....	.....	107	.....	.....	.....	.....	.....	.....	47
48	1,821	.....	.....	.....	.....	.....	.....	70	.....	.....	.....	48
49	561	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	5,955	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	53
54	$148,011	$1,616	.....	[11] $6,099	$1,333	$1,752	$2,300	$33,511	$2,927	.....	.....	54
55	$169,187	$1,616	.....	$6,099	$1,383	$1,752	$2,300	$62,521	$28,843	.....	$21,604	55
56	730,022	379,887	$215,468	272,643	590,456	210,970	201,681	55,977	181,082	$157,105	.....	56
57	$899,209	$381,503	$215,458	$278,743	$591,839	$212,721	$203,981	$118,498	$209,925	$157,105	$21,604	57
58	15.64	8.10	8.50	9.45	12.00	6.56	9.02	7.25	2.72	3.28	2.09	58
59	$57,494	$47,099	$25,349	$29,497	$49,319	$32,426	$22,614	$16,344	$77,178	$47,900	$10,336	59

[11] Period of operations October 6, 1909, date of consolidation, o June 30, 1910.

ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Electric City. 65	Newark & Marion. 66	Buffalo & Depew. 67	Nassau County. 68	St. Lawrence International El. R. R. & L. 69	Putnam & Westchester Traction. 70	Northport Traction. 71	L. No.
	Fixed capital installed year ended June 30, 1910:								
1	Organization	.....	.....	.....	.....	.....	.....	.....	1
2	Franchises, street railroad	.....	.....	.....	.....	.....	.....	.....	2
3	Patent-rights, street railroad	.....	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	.....	.....	4
5	Right of way	.....	.....	.....	.....	$453	$1,988	.....	5
6	Other street railroad land	.....	.....	.....	.....	.....	.....	.....	6
7	Grading	$566	.....	.....	.....	.....	629	.....	7
8	Ballast	.....	.....	.....	.....	.....	6	.....	8
9	Ties	1,644	.....	.....	.....	40	.....	.....	9
10	Rails, rail fastenings, and joints	2,708	.....	.....	.....	300	10	.....	10
11	Special work	767	.....	.....	.....	.....	.....	.....	11
12	Underground construction	.....	.....	.....	.....	.....	.....	.....	12
13	Track laying and surfacing	703	.....	.....	.....	90	825	.....	13
14	Paving	.....	.....	.....	.....	.....	60	.....	14
15	Roadway tools	.....	.....	.....	.....	.....	16	.....	15
16	Tunnels	.....	.....	.....	.....	.....	.....	.....	16
17	Elevated structures and foundations	.....	.....	.....	.....	.....	.....	.....	17
18	Bridges, trestles, and culverts	.....	.....	.....	.....	.....	.....	.....	18
19	Crossings, fences, and signs	3,116	.....	.....	.....	.....	.....	.....	19
20	Interlocking and other signal apparatus	.....	.....	.....	.....	.....	.....	.....	20
21	Telephone and telegraph lines	.....	.....	.....	.....	56	.....	.....	21
22	Poles and fixtures	240	.....	.....	.....	94	44	.....	22
23	Underground conduits	.....	.....	.....	.....	.....	.....	.....	23
24	Transmission system	.....	.....	$7,103	.....	.....	.....	.....	24
25	Distribution system	360	.....	.....	.....	.....	97	.....	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	.....	.....	.....	.....	.....	.....	.....	27
28	Sub-station buildings	.....	.....	.....	.....	.....	.....	.....	28
29	General office buildings and fixtures	.....	.....	.....	.....	.....	.....	.....	29
30	Shops and car-houses	.....	.....	.....	.....	.....	.....	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	.....	.....	.....	.....	.....	.....	.....	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	.....	.....	.....	.....	.....	33
34	Furnaces, boilers, and accessories	.....	.....	.....	.....	.....	.....	.....	34
35	Steam engines	.....	.....	.....	.....	.....	.....	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	.....	36
37	Gas power equipment	.....	.....	.....	.....	.....	.....	.....	37
38	Power plant electric equipment	.....	.....	.....	.....	.....	.....	.....	38
39	Miscellaneous power plant equipment	.....	.....	.....	.....	.....	.....	.....	39
40	Sub-station equipment	.....	.....	.....	.....	.....	.....	.....	40
41	Cable power equipment	.....	.....	.....	.....	.....	.....	.....	41
42	Shop equipment	.....	.....	.....	.....	.....	.....	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	.....	.....	.....	.....	377	.....	.....	44
45	Electric equipment of cars	.....	.....	.....	.....	.....	.....	.....	45
46	Other rail equipment	.....	.....	.....	.....	516	.....	.....	46
47	Miscellaneous equipment	.....	.....	.....	.....	.....	.....	.....	47
48	Engineering and superintendence	.....	.....	.....	.....	242	251	.....	48
49	Law expenditures during construction	.....	.....	.....	.....	.....	.....	.....	49
50	Injuries during construction	.....	.....	.....	.....	.....	.....	.....	50
51	Taxes during construction	.....	.....	.....	.....	.....	.....	.....	51
52	Interest during construction	.....	.....	.....	.....	.....	.....	.....	52
53	Miscellaneous construction expenses	.....	.....	.....	.....	.....	.....	.....	53
54	Total fixed capital installed during year	$10,104	.....	$7,463	.....	[12] $2,168	$3,924	.....	54
55	Fixed capital installed since Dec. 31, 1908	$10,104	$353,898	$7,463	.....	$2,991	$4,716	$2,877	55
56	Fixed capital Dec. 31, 1908	133,460	.....	664,499	$41,835	429,100	142,286	45,603	56
57	Total cost of road and equipment	$143,565	$353,898	$671,962	$41,835	$432,091	$147,002	$48,480	57
58	Miles of road owned	3.59	8.19	6.69	1.55	7.50	4.13	2.69	58
59	Average cost of road and equipment per mile owned	$39,989	$43,211	$100,443	$26,990	$57,612	$35,594	$18,042	59

[12] Includes $254 coal tracks, expenditures of preceding year, but reported erroneously among expenditures during year ended June 30, 1910. Report does not show in what accounts this expenditure was included.

TABLE 204: COST OF ROAD AND EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the corporation as a whole; they are not segregated according to state lines. The corporations whose roads lie partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The figures are shown to the nearest dollar only.

The expenditures for road and equipment are shown according to the officially prescribed classification. Figures in *italics* denote *credits*.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Paul Smith's Elec. Light & P. & R. R. 72	Adirondack Lakes' Traction. 74	Port Jervis Traction. [13] 76	Catskill Traction. [14] 77	Hoosick Falls. [19] 78	Shore Line Electric. [17] 80	L. No.
	Fixed capital installed year ended June 30, 1910:							
1	Organization	.....	.....	$254	$2,330	.....	.....	1
2	Franchises, street railroad	.....	.....	.....	.....	.....	.....	2
3	Patent-rights, street railroad	.....	.....	.....	.....	.....	.....	3
4	Other intangible street railroad capital	.....	.....	.....	.....	.....	$96,549	4
5	Right of way	.....	.....	.....	.....	.....	.....	5
6	Other street railroad land	.....	.....	1,000	.....	.....	.....	6
7	Grading	.....	.....	.....	555	.....		7
8	Ballast	.....	.....	.....	.....	.....		8
9	Ties	.....	.....	1,275	.....	.....		9
10	Rails, rail fastenings, and joints	.....	.....	12,452	.....	.....		10
11	Special work	.....	.....	1,116	.....	.....		11
12	Underground construction	.....	.....	.....	.....	.....		12
13	Track laying and surfacing	$187	.....	2,524	.....	.....		13
14	Paving	.....	.....	.....	2,536	.....	11,735	14
15	Roadway tools	.....	.....	817	.....	.....		15
16	Tunnels	.....	.....	.....	.....	.....		16
17	Elevated structures and foundations	.....	.....	.....	.....	.....		17
18	Bridges, trestles, and culverts	.....	.....	337	.....	.....		18
19	Crossings, fences, and signs	.....	.....	.....	.....	.....		19
20	Interlocking and other signal apparatus	.....	.....	.....	.....	.....		20
21	Telephone and telegraph lines	2,172	.....	.....	.....	.....		21
22	Poles and fixtures	.....	.....	25	.....	.....	1,716	22
23	Underground conduits	.....	.....	.....	.....	.....		23
24	Transmission system	.....	.....	.....	.....	.....		24
25	Distribution system	.....	.....	705	131	.....	.....	25
26	Dams, canals, and pipe lines	.....	.....	.....	.....	.....	.....	26
27	Power plant buildings	.....	.....	.....	.....	.....	.....	27
28	Sub-station buildings	.....	.....	.....	.....	.....	.....	28
29	General office buildings and fixtures	.....	.....	.....	.....	.....	.....	29
30	Shops and car-houses	.....	.....	2,500	2,967	.....	.....	30
31	Stations, waiting rooms, and miscellaneous buildings	.....	.....	.....	.....	.....	.....	31
32	Docks and wharves	.....	.....	.....	.....	.....	.....	32
33	Park and resort properties	.....	.....	.....	.....	.....	.....	33
34	Furnaces, boilers, and accessories	.....	.....	.....	.....	.....	.....	34
35	Steam engines	.....	.....	.....	.....	.....	.....	35
36	Turbines and water-wheels	.....	.....	.....	.....	.....	.....	36
37	Gas power equipment	.....	.....	.....	.....	.....	.....	37
38	Power plant electric equipment	.....	.....	.....	10,540	.....	.....	38
39	Miscellaneous power plant equipment	.....	.....	.....	.....	.....	.....	39
40	Sub-station equipment	.....	.....	.....	.....	.....	.....	40
41	Cable power equipment	202	.....	.....	.....	.....	.....	41
42	Shop equipment	.....	.....	1,068	.....	.....	.....	42
43	Locomotives	.....	.....	.....	.....	.....	.....	43
44	Revenue cars	.....	.....	4,018	15,530	.....	.....	44
45	Electric equipment of cars	.....	.....	3,795	.....	.....	.....	45
46	Other rail equipment	.....	.....	.....	.....	.....	.....	46
47	Miscellaneous equipment	.....	.....	.....	.....	.....	.....	47
48	Engineering and superintendence	.....	.....	756	.....	.....	.....	48
49	Law expenditures during construction	.....	.....	.....	.....	.....	.....	49
50	Injuries during construction	.....	.....	.....	.....	.....	.....	50
51	Taxes during construction	.....	.....	.....	.....	.....	.....	51
52	Interest during construction	.....	.....	.....	.....	.....	.....	52
53	Miscellaneous construction expenses	.....	.....	.....	.....	.....	.....	53
54	**Total fixed capital installed during year**	$2,562	.....	[13] $32,642	[15] $105,408	[16] $100,000	[17] $110,000	54
55	Fixed capital installed since Dec. 31, 1908	$2,872	.....	$32,642	$105,408	$100,000	$110,000	55
56	Fixed capital Dec. 31, 1908	140,000	$157,144	.....	.....	.....	.....	56
57	**Total cost of road and equipment**	$142,872	$157,144	$32,642	$105,408	$100,000	$110,000	57
58	Miles of road owned	7.00	4.35	.....	5.30	7.25	1.46	58
59	Average cost of road and equipment per mile owned	$20,410	$36,125	.....	$19,889	$13,793	$75,343	59

For cost of road and equipment of corporation No. 11, Fonda, Johnstown & Gloversville Railroad Co., see Table 104.

The following named corporations do not report any expenditures for road and equipment during the year ended June 30, 1910:

37. Tarrytown, White Plains and Mamaroneck (sold as of December 8, 1909, to the Westchester Street Railroad Co. and the Shore Line Electric Railroad Co.); 73. Hornellsville and Canisteo; 75. Hornellsville Electric (consolidated October 6, 1909, into Hornell Traction Co.); 79. Catskill Electric (operated from February 12, 1910, to April 12, 1910, by W. C. Wood, and transferred by him to the Catskill Traction Co.).

[13] Period of operations February 1, 1910, date of reorganization, to June 30, 1910. [14] Period of operations April 12, 1910, date of organization, to June 30, 1910. [15] Includes $50,355 "Roadway," $10,486 "Electric Line," $9979 "Franchises," the appraised values at time road was purchased. [16] "The road and equipment were purchased for $100,000; an appraisal is being made, and as soon as engineers make their report entries will be made on the basis of the appraised value in accordance with system of accounts." [17] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910. [19] Period of operations May 27, 1910, date of acquisition of property, to June 30, 1910.

TABLE 205: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding debt (*i. e.* securities not held by the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per ct. per an.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[2]
1	**International:**									
	Mortgage bonds:									
	Tonawanda Street Ry. Co., 1st	1892	1912	6	Jan & Jul	$250,000	$60,000	$3,600	$5,400	.....
	Buffalo East Side St. Ry., 2nd	1882	1912	6	Mar & Sep	300,000	293,500	17,610	17,640	.....
	Niagara Falls & Suspension Bridge Ry., 1st	1893	1913	4	Jan & Jul	1,000,000	518,000	20,720	31,080	[1] $30
	Niagara Falls, Whirlpool & Northern Ry., 1st	1894	1913	4	Jan & Jul	30,000	22,500	900	1,350	[1] 75
	Niagara Falls, Park & River Ry. Co., 1st	1893	1914	5	Jan & Jul	600,000	600,000	30,000	29,975	[1] 25
	Tonawanda Electric R.R. Co., 1st	1895	1917	4	Apr & Oct	40,000	40,000	1,600	2,000	.....
	Lockport & Olcott Ry. Co., 1st	1900	1920	5	Jan & Jul	1,000,000	800,000	40,000	40,000	.....
	Buffalo & Niagara Falls Electric Ry., 2nd	1896	1921	5	Jan & Jul	250,000	85,000	4,494	4,744	.....
	Buffalo, Bellevue & Lancaster Ry., 1st	1897	1927	5	Jun & Dec	215,000	215,000	10,750	12,037	[1] 5,650
	Niag. F., S. B. Co. & Clifton S. B. Co., 1st	1897	1928	5	Jan & Jul	300,000	300,000	15,000	19,950	[1] 50
	Lewiston C. B. & Q. H. B. Co., 1st	1898	1928	5	Apr & Oct	125,000	125,000	6,250	6,250	[1] 625
	Buffalo Ry. Co., 5 per cent. cons. 1st	1891	1931	5	Feb & Aug	5,000,000	4,706,000	235,300	237,725	[1] 800
	Buffalo & Niagara Falls Electric Ry., 1st	1895	1935	5	Jan & Jul	750,000	750,000	37,500	37,475	[1] 25
	Buffalo & Lockport Ry. Co., 1st	1898	1938	5	Jan & Jul	1,000,000	500,000	25,000	25,000	.....
	Buffalo Traction Co	1898	1948	5	Jun & Dec	2,345,000	673,000	33,650	33,600	[1] 1,125
	Debentures, plain bonds, and promissory notes:									
	Buffalo Ry. Co., debenture mtge	1897	1917	6	Apr & Oct	1,000,000	1,000,000	60,000	60,300	[1] 1,575
	Other funded debt:									
	Scajaquada Creek prpty., Sarah Wright Baker	1905	1910	5	Jun & Dec	12,000	9,000	450	450	.....
	Buffalo Ry. Co. real est. mtge. notes, 3 @ $50,000	1894	1914	5	Jun & Dec	150,000	150,000	7,500	7,500	.....
	Totals	....	....	....	.....	$14,367,000	$10,847,000	$550,324	$572,476	$9,980
2	**New York State Railways:**									
	Mortgage bonds:									
	Rochester City & Brighton R.R.	1889	1919	6	Apr & Oct	$500,000	$175,000	$10,500	$10,500	[1] $165
	Rochester Ry. Co., cons	1890	1930	5	Apr & Oct	3,000,000	2,700,000	135,000	135,000	[1] 3,575
	Rochester Ry. Co., 2nd	1893	1933	5	Jun & Dec	1,500,000	1,499,000	74,971	74,975	[1] 3,100
	New York State Rys., cons	1910	1960	5	May & Nov	35,000,000	4,500,000	30,625	.....	.....
	Rochester & Eastern R.R. Co., 1st	1903	1933	5	Apr & Oct	1,500,000	.....	64,792	83,542	.....
	Other funded debt:									
	Real estate mortgage	1901	1910	5	May	1,500	1,500	75	75	.....
	Totals	....	....	....	.....	$41,501,500	$8,875,500	$315,963	$304,092	$6,840
3	**United Traction:**									
	Mortgage bonds:									
	Albany Ry., 5th	1888	1913	5	Mar & Sep	$50,000	$32,000	$1,600	$1,563	[1] $125
	Watervliet Turnpike & R.R. Co., 1st	1889	1919	6	May & Nov	350,000	350,000	21,000	20,460	[1] 12,210
	Watervliet Turnpike & R.R. Co., 2nd	1890	1919	6	May & Nov	150,000	150,000	9,000	9,390	[1] 390
	Albany Ry., cons	1890	1930	5	Jan & Jul	500,000	428,000	21,400	21,900	[1] 11,975
	Troy City Ry. Co., cons. gold	1892	1942	5	Apr & Oct	2,000,000	2,000,000	100,000	146,675	[1] 3,950
	Albany Ry., general	1897	1947	5	Jun & Dec	750,000	496,000	24,800	24,775	[1] 12,700
	United Traction Co., cons	1904	2004	4.5	Jun & Dec	6,500,000	2,588,000	116,460	143,730	[1] 59,130
	Debentures, plain bonds, and promissory notes:									
	United Traction Co., deb. gold bonds	1901	1919	4.5	May & Nov	1,250,000	456,000	20,520	10,800	[1] 10,305
	Totals	....	....	....	.....	$11,550,000	$6,500,000	$314,780	$379,293	$110,785
4	**Syracuse Rapid Transit:**									
	Mortgage bonds:									
	Peoples R.R. Co., 1st gold	1891	1921	5	Jan & Jul	$750,000	$750,000	$37,500	$37,500	[1] $18,750
	Syracuse Rapid Transit Ry. Co., 1st gold	1896	1946	5	Mar & Sep	3,250,000	2,500,000	125,000	125,000	[1] 1,050
	Syracuse Rapid Transit Ry. Co., 2nd gold	1900	1930	5	Jan & Jul	750,000	654,000	32,700	32,700	[1] 16,350
	Other funded debt:									
	Prpty. Cortland and Tallman Sts., real est. mtge	....	....	5	Jan & Jul	3,000	3,000	150	150	.....
	Prpty. Cortland Ave., real est. mtge	....	....	5	Jan & Jul	3,000	3,000	150	150	.....
	Totals	....	....	....	.....	$4,756,000	$3,910,000	$195,500	$195,500	$36,150
5	**Utica & Mohawk Valley:**									
	Mortgage bonds:									
	H. M. I. & F. E. Ry. Co., 1st gold	1895	1926	5	Jan & Jul	$150,000	$150,000	$7,500	$7,500	[1] $3,750
	U. B. L. St. Ry. Co., 1st gold	1889	1939	5	May & Nov	500,000	500,000	25,000	25,000	[1] 300
	U. B. L. St. Ry. Co., 2nd gold	1891	1931	5	Jan & Jul	200,000	39,000	1,950	1,950	[1] 987
	U. & M. V. Ry. C., 1st gold	1901	1941	4.5	May & Sep	4,000,000	2,268,000	102,060	102,060	[1] 2,025
	Rome City St. Ry., 1st gold	1900	1950	5	Apr & Oct	200,000	200,000	10,000	10,000	.....
	Totals	....	....	....	.....	$5,050,000	$3,157,000	$146,510	$146,510	$7,062
6	**Schenectady:**									
	Mortgage bonds:									
	First	1901	1941	4.5	Mar & Sep	$2,000,000	$2,000,000	$90,000	$92,137	[1] $1,463
	Consolidated	1903	1953	4.5	May & Nov	7,500,000	[2] 1,000,000	45,000	66,465	[1] 1,193
	Totals	....	....	....	.....	$9,500,000	$3,000,000	$135,000	$158,602	$2,656
7	**Crosstown Street of Buffalo:**									
	Mortgage bonds:									
	Crosstown St. Ry. Co., 1st	1892	1932	5	May & Nov	$3,000,000	$2,974,000	$148,700	$148,025	$6,075
8	**Buffalo & Lake Erie:**									
	Mortgage bonds:									
	Erie Electric Motor Co., 1st	1889	1919	6	Jan & Jul	$200,000	$148,000	$8,880	$8,880	.....
	Erie Electric Motor Co., 2nd	1892	1919	6	Jan & Jul	150,000	102,000	6,120	6,120	.....
	Erie Electric Motor Co., 1st rfdg	1901	1941	5	Apr & Oct	1,250,000	1,000,000	50,000	50,000	.....
	Hamburg Ry. Co., 1st rfdg	1906	1926	4	Nov & May	750,000	645,000	25,800	25,800	.....
	Dunkirk & Fredonia Ry., 1st rfdg	1891	1911	5	Jul & Jan	40,000	40,000	2,000	2,000	.....
	Dunkirk & Fredonia Ry., 2nd rfdg	1898	1911	5	Jul & Jan	21,000	21,000	1,050	1,050	.....
	Dunkirk & Fredonia Ry., fdg. and rfdg	1902	1952	5	Jul & Jan	100,000	39,000	1,950	1,950	.....
	Buffalo & Lake Erie Tn. Co., 1st rfdg	1906	1936	5	Nov & May	12,000,000	6,620,000	323,625	318,500	.....
	Other funded debt:									
	J. A. Moore, real estate mortgage	....	....	5	Jan & Jul	.....	1,000	50	50	.....
	J. A. Moore, real estate mortgage	....	....	5	.....	.....	500	25	25	.....
	H. S. Davenport, real estate mortgage	....	....	6	.....	.....	1,500	.....	90	.....
	Totals	....	....	....	.....	$14,511,000	$8,618,000	$419,500	$414,465	.....

[1] Covered by special deposit. [2] This liability has been assumed by Schenectady Illuminating Co., which agrees to be responsible for its payment. [23] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 205: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Securities outstanding.	Date.		Interest.		Amounts.		Interest.		
		Nominal issue.	Maturity.	Rate per ct. per an.	Dates payable.	Authorized.	Outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid at close of year.[23]
9	**Hudson Valley:**									
	Mortgage bonds:									
	Glens Falls, Sandy Hill & Ft. Edward, 1st	1891	1911	6	Jan & Jul	$100,000	$100,000	$6,000	$6,000	$3,000
	Glens Falls, Sandy Hill & Ft. Edward, 2nd	1893	1913	6	Jan & Jul	50,000	50,000	3,000	3,000	1,500
	Glens Falls, Sandy Hill & Ft. Edward, 3rd	1901	1921	6	Apr & Oct	150,000	82,000	4,920	4,920	330
	Stillwater & Mechanicville St. Ry., 1st	1893	1913	6	Apr & Oct	60,000	47,500	2,850	2,850	.....
	Stillwater & Mechanicville St. Ry., cons	1898	1913	6	Apr & Oct	250,000	202,500	12,150	12,150	60
	Hudson Valley, cons. 1st	1901	1951	5	Jan & Jul	4,000,000	2,222,000	111,163	109,750	55,900
	Collateral trust bonds:									
	Hudson Valley	1906	1911	5	Mar & Sep	645,000	500,000	25,000	24,950	.....
	Income bonds:									
	Hudson Valley, non-cum. 5 per ct. deb. "A"	1906	1951	5	.....	700,000	474,000	.....	.....	.....
	Hudson Valley, non-cum. 2 per ct. deb. "B"	1906	1951	2	.....	2,500,000	2,500,000	.....	.....	.....
	Totals	....	....	....	.....	$8,455,000	$6,178,000	$165,083	$163,620	$60,790
10	**Yonkers:**									
	First mortgage bonds	1896	1946	5	Apr & Oct	$1,000,000	$1,000,000	$50,000	$50,675	[1] $700
12	**Rochester, Syracuse & Eastern:**									
	Mortgage bonds	1905	1945	5	May & Nov	$7,500,000	$5,000,000	$243,250	[3] $243,250	.....
13	**Westchester Electric:**									
	First general mortgage bonds	1893	1943	5	Jan & Jul	$500,000	$500,000	$25,000	$27,950	[1] $12,900
14	**Auburn & Syracuse Electric:**									
	First mortgage gold bonds	1902	1942	5	Apr & Oct	$2,000,000	$1,460,000	[4] $72,767	$71,892	.....
16	**Western New York & Pennsylvania:**									
	Mortgage bonds:									
	First and refdg	1906	1956	5	Jan & Jul	$2,800,000	$2,364,000	$118,092	$118,092	.....
	Olean St. Ry., 1st	1899	1929	5	May & Nov	225,000	180,000	9,126	9,126	.....
	Olean St. Ry. (Bolivar Ext.), 1st	1901	1931	5	Feb & Aug	130,000	114,000	5,879	5,879	.....
	Totals	....	....	....	.....	$3,155,000	$2,658,000	$133,097	$133,097	.....
17	**Binghamton:**									
	Mortgage bonds:									
	Binghamton R.R. Co., 1st	Var.	1923	5	Jan & Jul	$900,000	$663,000	$33,150	$33,825	[5] $16,575
	Binghamton, Lestershire & Union R.R., 1st	Var.	1925	5	Jun & Dec	250,000	147,000	7,350	6,763	[5] 775
	Binghamton Ry. Co., 1st cons	Var.	1931	5	May & Nov	2,500,000	896,000	43,816	43,141	[5] 1,250
	Totals	....	....	....	.....	$3,650,000	$1,706,000	[16] $90,786	[16] $90,199	$18,600
18	**Syracuse, Lake Shore & Northern:**									
	First mtge. gold bonds	1907	1947	5	May & Nov	$2,500,000	$1,875,000	$88,750	$88,750	.....
19	**Buffalo, Lockport & Rochester (Corporation):** [6]									
	First mortgage gold bonds	1904	1954	5	Feb & Aug	.....	[6]	[6] $16,452	.....	.....
	B., L. & R. Roll. Stk. Co. Eqpt. Tst. notes, Ser. A	1908	[8] 1918	5	Mar & Sep	.....	.....	968	.....	.....
	B., L. & R. Roll. Stk. Co. Eqpt. Tst. notes, Ser. B	1909	[9] 1919	5	May & Nov	.....	.....	411	.....	.....
	Totals	....	....	....	.....	.....	.....	$17,831	.....	.....
19½	**Buffalo, Lockport & Rochester (Receivers):** [7]									
	First mortgage gold bonds	1904	1954	5	Feb & Aug	$4,000,000	$3,400,000	[7] $152,578	.....	$170,000
	B., L. & R. Roll. Stk. Co. Eqpt. Tst. notes, Ser. A	1908	[8] 1918	5	Mar & Sep	200,000	180,000	[10] 9,446	$10,000	.....
	B., L. & R. Roll. Stk. Co. Eqpt. Tst. notes, Ser. B	1909	[9] 1919	5	May & Nov	85,000	76,500	[10] 3,841	4,250	.....
	Totals	....	....	....	.....	$4,285,000	$3,656,500	$165,865	$14,250	$170,000
20	**New York & Stamford:**									
	First mortgage gold bonds	1901	1931	5	Apr & Oct	$450,000	$426,000	$21,300	$21,775	[1] $350
	First mortgage gold bonds	1908	1958	4	May & Nov	426,000	274,000	10,960	16,240	[1] 200
	Totals	....	....	....	.....	$876,000	$700,000	$32,260	$38,015	$550
21	**Elmira Water, Light & Railroad:**									
	Mortgage bonds:									
	Elmira Water Works	1888	1913	6	Apr & Oct	$339,000	$339,000	$20,340	$20,340	.....
	Elmira Water, Light & R.R. Co., 1st	1899	1949	5	Jan & Jul	2,000,000	1,661,000	83,050	83,050	.....
	Elmira Water, Light & R.R. Co., 1st cons	1906	1956	5	Mar & Sep	5,000,000	1,814,000	86,535	83,335	.....
	Chemung County Gas Co., 1st	1903	1923	6	Jan & Jul	500,000	310,000	18,950	18,950	.....
	Debentures, plain bonds, and promissory notes:									
	Coupon notes	1907	1912	6	Apr & Oct	50,000	25,000	2,250	2,625	.....
	Totals	....	....	....	.....	$7,889,000	$4,149,000	$211,125	$208,300	.....
22	**Albany Southern:** [11]									
	First mortgage bonds	1909	1939	5	Mar & Sep	$1,500,000	$1,250,000	[12] $52,083	$31,250	.....
23	**Jamestown Street:**									
	Real estate mortgage bonds	1893	1922	6	Jan & Jul	$300,000	$300,000	$18,000	$18,000	.....
25	**Orange County Traction:**									
	Mortgage bonds:									
	Newburgh Electric Ry. Co	1894	1944	5	May & Nov	$250,000	$250,000	$12,361	$12,500	.....
	Newburgh & Orange Lake	1894	1944	5	Jan & Jun	75,000	75,000	3,750	3,750	.....
	Walden & Orange Lake	1895	1945	5	Jun & Dec	100,000	100,000	5,000	5,000	.....
	Orange County Traction Co	1904	1924	5	Feb & Aug	100,000	.....	.....	.....	.....
	Debentures, plain bonds, and promissory notes:									
	Four notes (5 years)	1908	1913	6	Feb & Aug	100,000	100,000	6,000	6,000	.....
	Equipment obligations:									
	Car trust certificates	1907	1912	6	Feb & Aug	55,000	22,000	1,697	1,815	.....
	Totals	....	....	....	.....	$680,000	$547,000	$28,808	$29,065	.....

[1] Covered by special deposit. [3] Includes $47,350 paid by the construction company. [4] Includes $875 interest on bonds issued during the year not charged against income. [5] Of the total $18,600 interest matured and unpaid, $17,575 is provided for by a special deposit. [6] Period of operations July 1, 1909, to August 6, 1909, the date of receivership. [7] Report covers period from August 6, 1909, date of receivership, to June 30, 1910. [8] To be paid in ten annual instalments of $20,000 each. [9] To be paid in ten annual instalments of $8500 each. [10] So reported; not in agreement with the amount charged to income. [11] Period of operations September 14, 1909, date of reorganization, to June 30, 1910. [12] Interest accrued during period of operations is greater than the amount charged against income by $7476 interest accrued at time bonds were sold, and $14,816 charged to special construction. [16] Includes $1470 on bonds matured and paid during year not otherwise described. [23] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 205: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per ct. per an.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[23]
26	**Niagara Gorge:**									
	First mortgage 20-year gold	1907	1927	5	Jun & Dec	$1,000,000	$949,000	$47,450	$47,450	[1] $2,850
27	**Chautauqua Traction:**									
	First mortgage bonds	1904	1934	5	Apr & Oct	$600,000	$159,000	$7,950	$7,950	.....
28	**Kingston Consolidated:**									
	Kingston City R.R. Co., cons. 1st mtge	1893	1923	5	Mar & Sep	$150,000	$150,000	$7,500	$7,500	.....
	First mortgage bonds	1901	1951	5	Jan & Jul	700,000	532,000	26,610	26,610	.....
	Totals	....	....	....	.....	$850,000	$682,000	$34,110	$34,110	.....
29	**Poughkeepsie City & Wappingers Falls Electric:**									
	First mortgage gold bonds	1894	1924	5	Jan & Jul	$500,000	$355,000	$17,858	} $24,978	.....
	Second mortgage gold bonds	1907	1937	6	Jan & Jul	250,000	117,000	7,020		
	Totals	....	....	....	.....	$750,000	$472,000	$24,878	$24,978	.....
30	**Ithaca Street:**									
	First mortgage bonds	1892	1922	6	Jan & Jul	$175,000	$175,000	$10,500	$10,500	.....
	Second mortgage bonds	1894	1922	6	Jan & Jul	75,000	75,000	4,500	4,500	.....
	Cayuga Lake Electric Ry. mtge. bonds	1894	1922	6	Jun & Dec	25,000	25,000	1,500	1,500	.....
	First cons. mortgage bonds	1907	1957	5	Jan & Jul	750,000	475,000	2,000	2,000	.....
	Totals	....	....	....	.....	$1,025,000	$750,000	$18,500	$18,500	.....
31	**Syracuse & Suburban:**									
	Mortgage bonds:									
	First	1897	1927	5	Feb & Aug	$400,000	$400,000	$20,000	$20,000	.....
	First cons	1903	1953	5	May & Nov	550,000	150,000	7,500	7,500	.....
	Other funded debt:									
	Pine St. property mortgage	1908	1915	5	Jan & Jul	3,000	3,000	150	150	.....
	Pike property mortgage	1902	1915	5	September	3,000	3,000	150	150	.....
	Totals	....	....	....	.....	$956,000	$556,000	$27,800	$27,800	.....
32	**Geneva & Auburn:**									
	First mortgage 5% gold bonds	1910	1939	5	Apr & Oct	$2,500,000	$400,000	$18,500	$18,000	.....
34	**Warren & Jamestown:**									
	First mortgage bonds	1904	1934	5	Jan & Jul	$300,000	$300,000	$15,000	$15,000	.....
	Second mortgage bonds	1908	1918	6	Jan & Jul	100,000	100,000	6,000	6,000	.....
	Totals	....	....	....	.....	$400,000	$400,000	$21,000	$21,000	.....
35	**Albany & Hudson:** [13]									
	First mortgage bonds	1903	1943	5	Mar & Sep	$2,000,000	[13].....	[13] $17,743	.....	.....
36	**Cohoes:**									
	First mortgage gold bonds	1904	1924	5	Jan & Jul	$85,000	$84,000	[14].....	[14].....	.....
38	**Cortland County Traction:**									
	Rfdg. and ext. mtge. 5% gold bonds	1905	1935	5	Feb & Aug	} $2,000,000	{ $320,000	$16,000	$16,000	.....
	Reorganization mtge. 4% gold bonds	1901	1921	4	Apr & Oct		180,000	7,200	7,200	.....
	Totals	....	....	....	.....	$2,000,000	$500,000	$23,200	$23,200	.....
39	**Waverly, Sayre & Athens Traction:**									
	First mortgage bonds	....	1925	6	Jan & Jul	$150,000	$150,000	$9,000	$9,000	[1] $4,500
	First cons. mortgage bonds	....	1955	5	Jan & Jul	2,000,000	[15] 200,000	[15] 3,300	3,300	[1] 1,650
	Totals	....	....	....	.....	$2,150,000	$350,000	$12,300	$12,300	$6,150
42	**Peekskill Lighting & Railroad:**									
	First mortgage gold bonds	1900	1930	5	Apr & Oct	$750,000	$646,000	$32,300	$32,300	.....
43	**Wallkill Transit:**									
	First mortgage bonds	1905	1930	5	May & Nov	$300,000	$298,100	[10] $14,794	.....	$29,810
44	**Buffalo Southern:**									
	First mortgage bonds	1904	1934	5	Apr & Oct	$2,000,000	$600,000	$30,000	.....	$42,500
45	**Elmira & Seneca Lake Traction:**									
	First mortgage	1906	1926	5	Mar & Sep	$200,000	$200,000	$10,000	$10,000	.....
46	**Syracuse & South Bay Electric:**									
	First mortgage gold bonds	1907	1947	5	May & Nov	$1,000,000	$402,000	[17] $20,100	$8,450	[17] $11,150
47	**Corning & Painted Post Street:**									
	First mortgage bonds	1896	1916	5	Jan & Jul	$100,000	$100,000	$5,000	$5,000	.....
48	**Fishkill Electric:**									
	Mortgage bonds	....	1915	6	Jan & Jul	$50,000	$50,000	$3,000	$3,000	.....
49	**New York & North Shore Traction:**									
	First mortgage gold bonds	1907	1947	5	Mar & Sep	$1,000,000	$350,000	[18].....	[18].....	.....
50	**Auburn & Northern Electric:**									
	First mortgage gold bonds	1905	1945	5	May & Nov	$1,000,000	$250,000	$5,208	$5,208	.....
51	**Huntington:**									
	Real estate mortgage bonds	....	1920	5	Jun & Dec	$30,000	$26,000	$1,300	$1,300	.....
52	**Ogdensburg Street:**									
	Real estate mortgage bonds	1895	1925	6	Mar & Sep	$150,000	$150,000	$9,000	$7,448	$58,759

[1] Covered by special deposit. [10] So reported; not in accordance with the amount charged to income. [13] Period of operations July 1, 1909, to September 14, 1909, date of reorganization. [14] All bonds are owned by United Traction Co.; no interest is accrued or paid. [15] Of the total amount outstanding $66,000 have been sold and interest thereon is accrued and paid; the balance of $134,000 is owned by G. T. Rogers, who has canceled and returned to the respondent the matured coupons. [17] Includes $11,140 interest accrued during the year on bonds held by "friends of the company" which was not charged to income and which is not carried as a liability on the balance sheet. [18] Interest waived. [23] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 205: FUNDED DEBT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the actually outstanding debt (*i. e.* securities not held by the issuing corporation) of the corporation as a whole. They are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Securities outstanding.	Date. Nominal issue.	Date. Maturity.	Interest. Rate per ct. per an.	Interest. Dates payable.	Amounts. Authorized.	Amounts. Outstanding June 30, 1910.	Interest. Accrued during year.	Interest. Paid during year.	Interest. Matured and unpaid at close of year.[23]
53	**Buffalo & Williamsville Electric:**									
	Real estate mortgage bonds	1904	1944	5	Jul & Jan	$3,500,000	$127,500	$6,375	$6,375	.....
54	**Elmira, Corning & Waverly:**									
	First mortgage bonds	1907	1957	5	Jan & Jul	$5,000,000	[19] $800,000	[19].....	[19].....	.....
55	**Troy & New England:**									
	First mortgage gold bonds	1895	1945	5	Feb & Aug	$160,000	$160,000	$8,000	$8,000	.....
56	**Penn Yan, Keuka Park & Branchport:**									
	First mortgage bonds	1897	1917	5	Feb & Aug	$100,000	$100,000	$5,000	$5,000	.....
57	**Hornell Traction:** [22]									
	First mortgage bonds	1898	1918	4	Jan & Jul	$70,000	$150,000	[22] $4,500	$4,500	.....
	First mortgage bonds	1898	1918	4	Oct & Apr	80,000				
	Totals	....	....	....	.....	$150,000	$150,000	$4,500	$4,500	.....
58	**Eastern New York:**									
	First mortgage bonds	1905	1935	5	Jan & Jul	$1,750,000	$300,000	$15,000	.....	$15,000
	Power house mortgage	1909	1911	6	Mar & Sep	4,000	4,000	240	$240	.....
	Totals	....	....	....	.....	$1,754,000	$304,000	$15,240	$240	$15,000
59	**Plattsburgh Traction:**									
	First mortgage bonds	1896	1926	6	Jan & Jul	$100,000	$80,000	$4,800	$4,800	.....
60	**New Paltz, Highland & Poughkeepsie Traction:**									
	First mortgage, purchase money	1903	1953	4	May & Nov	$100,000	$100,000	$4,000	$4,000	.....
61	**Rochester & Manitou**									
	First mortgage gold bonds	....	1929	5	May & Nov	$50,000	$50,000	$2,381	$1,965	.....
62	**Hudson River & Eastern Traction:**									
	First mortgage bonds	1907	1957	5	Feb & Aug	$1,000,000	$75,000	$3,750	.....	$9,175
66	**Newark & Marion:**									
	First mortgage gold bonds	1905	1945	5	May & Nov	$500,000	$250,000	[20].....	.....	.....
67	**Buffalo & Depew:**									
	First mortgage bonds	1900	1930	5	Jan & Jul	$350,000	$350,000	$17,500	.....	$166,250
69	**St. Lawrence Intl. El. R. R. and Land:**									
	First mortgage bonds	1902	1932	5	Jan & Jul	$200,000	$200,000	[18].....	.....	.....
70	**Putnam & Westchester Traction:**									
	First mortgage gold bonds	1907	1937	5	Jan & Jul	$200,000	$71,000	$3,275	.....	$5,250
72	**Paul Smith's El. Lt. and Pr. and R. R.:**									
	First mortgage bonds	1906	1936	5	Nov & May	$400,000	$400,000	$20,000	$20,000	.....
73	**Hornellsville & Canisteo:** [21]									
	First mortgage bonds	1898	1918	4	Apr & Oct	$80,000	[21].....	[21] $800	$800	.....
74	**Adirondack Lakes' Traction:**									
	First mtge. bonds, Mountain Lake El. R. R. Co	1900	1930	5	Jan & Jul	$100,000	$94,000	$4,700	.....	$32,900
75	**Hornellsville Electric:** [21]									
	First morgtage bonds	1898	1918	4	Jan & Jul	$70,000	[21].....	[21] $700	$700	.....
77	**Catskill Traction:**									
	First mortgage 30-year bonds	1910	1940	5	Mar & Sep	$60,000	$60,000	$1,000	.....	.....
	Grand totals	....	....	....	.....	$183,295,500	$90,606,600	$4,107,136	$3,891,650	$822,882

For funded debt of the Fonda, Johnstown & Gloversville Railroad Co., see Table 105.

The following named corporations do not report any funded debt outstanding as of June 30, 1910:

15. Oneida.
24. Otsego and Herkimer.
33. Westchester Street.
37. Tarrytown, White Plains and Mamaroneck (sold December 8, 1909, to Westchester Street Railway Co.).
40. Black River Traction.
41. Rochester and Suburban.
63. Glen Cove.
64. John Johnston.
65. Electric City.
68. Nassau County.
71. Northport Traction.
76. Port Jervis Traction.
78. Hoosick Falls.
79. Catskill Electric (operations from February 12th to April 12th by W. C. Wood).
80. Shore Line.

[18] Interest waived. [19] " Interest on these bonds shall not accrue until completion of contract for construction of road." [20] Bonds issued to construction company by which interest is assumed. [21] Period of operations July 1, 1909, to October 6, 1909, on which date Hornellsville & Canisteo Ry. Co. and Hornellsville Electric Ry. Co. were consolidated into Hornell Traction Co. [22] Period of operations October 6, 1909, date of consolidation, to June 30, 1910. [23] This column shows matured interest unpaid as reported by the corporations. It is evident in some cases that interest due July 1st has been included under this head; in other cases that such interest has not been included; while in still other instances the report does not show whether interest due July 1st is or is not included.

TABLE 206: CAPITAL STOCKS, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding capital stocks (i.e. stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

Stock not otherwise specifically described is common.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910, for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of stock.	Year of nominal issue.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount issued.	Amount actually outstanding.	Dividends declared during year.		Dividends paid during year.	Corp. No.
							Rate.	Amount.		
1	International	1902	$17,000,000	$16,320,500	[1]	$16,320,500	2	$326,410	$326,410	1
2	New York State Railways	1909	19,997,700	19,952,400	[2]	[3] 19,952,400	1.25	299,145	299,145	2
	1st preferred	1909	3,862,500	3,862,500	[2]	3,862,500	5	193,345	193,345	
	2nd preferred	1909	4,500,000	4,500,000	[2]	[3]	5.25	168,750	168,750	
3	United Traction	[4] 1899-1906	12,500,000	12,500,000	[5] $999,950	12,500,000	4	500,000	250,000	3
4	Syracuse Rapid Transit	Various	2,750,000	2,748,200	[6] 60,000	2,748,200	....	.....	.....	4
	Preferred	Various	1,250,000	1,169,872	[7]	1,169,872	6	70,188	70,188	
5	Utica & Mohawk Valley	Various	5,000,000	5,000,000	5,000,000	5,000,000	1	50,000	50,000	5
	Preferred	Various	2,500,000	2,500,000	2,500,000	2,500,000	5	125,000	125,000	
6	Schenectady	1895-1906	7,000,000	4,100,000	[8] 3,234,067	4,100,000	6	246,000	246,000	6
7	Crosstown Street of Buffalo	1891	3,000,000	2,860,000	[9]	2,860,000	....	.....	.....	7
8	Buffalo & Lake Erie Traction	1906	5,000,000	5,000,000	[10]	5,000,000	....	.....	.....	8
	Preferred	1906	2,500,000	2,500,000	[10]	2,500,000	....	.....	.....	
9	Hudson Valley	.....	3,000,000	2,992,400	[11]	[12] 2,970,700	....	.....	.....	9
10	Yonkers	.....	1,000,000	1,000,000	.....	1,000,000	....	.....	.....	10
12	Rochester, Syracuse & Eastern	1901-1910	6,000,000	6,000,000	[14]	6,000,000	....	.....	.....	12
	Preferred	1905-1910	2,500,000	2,500,000	[14]	2,500,000	....	.....	.....	
13	Westchester Electric	1893	500,000	500,000	.....	500,000	....	.....	.....	13
14	Auburn & Syracuse Electric	1902-1907	1,250,000	1,250,000	[17] 212,180	1,250,000	....	.....	.....	14
	Preferred	1902-1907	750,000	700,000	[14]	700,000	6	42,000	42,000	
15	Oneida	Various	2,000,000	1,923,000	1,923,000	1,923,000	1	19,230	19,230	15
16	Western New York & Pennsylvania Traction	1906	1,000,000	1,000,000	[18]	1,000,000	....	.....	.....	16
	Preferred	1906	1,000,000	1,000,000	[18]	1,000,000	....	.....	.....	
17	Binghamton	1901	1,150,000	978,549	[19]	978,549	2.5	24,462	24,484	17
18	Syracuse, Lake Shore & Northern	1905-1909	2,500,000	1,975,000	[14]	1,975,000	....	.....	.....	18
	Preferred	1905-1909	1,000,000	1,000,000	[14]	1,000,000	....	.....	.....	
19½	Buffalo, Lockport & Rochester [20]	1905	4,000,000	4,000,000	[21]	4,000,000	....	.....	.....	19½
20	New York & Stamford	1901	500,000	500,000	.....	500,000	....	.....	.....	20
21	Elmira Water, Light and Railroad	1899	1,000,000	1,000,000	[22]	1,000,000	....	.....	.....	21
	Preferred	1906	1,000,000	680,000	[22]	680,000	5	33,750	33,750	
22	Albany Southern	1909	1,375,000	1,375,000	[24]	1,375,000	....	.....	.....	22
	Preferred	1909	2,029,000	2,029,000	[24]	2,029,000	....	.....	.....	
23	Jamestown Street	1893	250,000	250,000	[17] 24,950	250,000	....	.....	.....	23
25	Orange County Traction	1901	150,000	150,000	[27]	150,000	....	.....	.....	25
	Preferred	1901	175,000	175,000	[27]	175,000	....	.....	.....	
26	Niagara Gorge	1899	1,000,000	1,000,000	1,000,000	1,000,000	....	.....	.....	26
27	Chautauqua Traction	1905	500,000	500,000	18,000	500,000	....	.....	.....	27
28	Kingston Consolidated	1902	200,000	200,000	[28]	200,000	....	.....	.....	28
	Preferred	1902	200,000	200,000	[28]	200,000	....	.....	.....	
29	Poughkeepsie City & Wappingers Falls El...	1894	750,000	750,000	[29] 75,000	750,000	....	.....	.....	29
30	Ithaca Street	1892-1901	325,000	325,000	[30] 50,000	325,000	....	.....	.....	30
31	Syracuse & Suburban	1897	400,000	400,000	[17] 14,000	400,000	....	.....	.....	31
32	Geneva & Auburn	1895	350,000	350,000	[28]	350,000	....	.....	.....	32
	Preferred	1895	100,000	100,000	84,800	100,000	....	.....	.....	
34	Warren & Jamestown Street	1906	200,000	200,000	200,000	200,000	8	16,000	16,000	34
36	Cohoes	1904	120,000	120,000	[31]	120,000	4	4,800	4,800	36
38	Cortland County Traction	1905	680,000	320,000	[32]	320,000	....	.....	.....	38
	Preferred	1905	320,000	.....	.....	.....	....	.....	.....	
39	Waverly, Sayre & Athens Traction	1896	200,000	200,000	.....	200,000	....	.....	.....	39
40	Black River Traction	1901	105,000	105,000	[28]	105,000	....	.....	.....	40
41	Rochester & Suburban	1900	70,000	70,000	70,000	70,000	....	.....	.....	41
	Preferred	1900	350,000	350,000	350,000	350,000	....	.....	.....	
42	Peekskill Lighting and Railroad	1900	500,000	500,000	500,000	500,000	2.125	10,625	10,625	42
	Preferred	1904	150,000	150,000	150,000	150,000	6	9,000	9,000	
43	Wallkill Transit	1905	350,000	350,000	[33]	350,000	....	.....	.....	43
44	Buffalo Southern	1904-1906	2,000,000	547,200	[34]	547,200	....	.....	.....	44
45	Elmira & Seneca Lake Traction	1906	200,000	200,000	200,000	200,000	....	.....	.....	45
46	Syracuse & South Bay Electric	1907	1,000,000	700,000	[35]	700,000	....	.....	.....	46
	Preferred	1907	500,000	300,000	[35]	300,000	....	.....	.....	
47	Corning & Painted Post Street	1895	100,000	100,000	.....	100,000	....	.....	.....	47
48	Fishkill Electric	1895	50,000	50,000	[17] 5,100	50,000	....	.....	.....	48
49	New York & North Shore Traction	1902-1907	1,250,000	150,000	[36] 18,000	150,000	....	.....	.....	49
50	Auburn & Northern Electric	1908-1909	1,000,000	200,000	[9]	200,000	....	.....	.....	50
	Preferred	1908-1909	500,000	200,000	[9]	200,000	1.5	3,000	3,000	

[1] 101,205 shares issued in consideration of a like number of shares of the constituent companies in pursuance of the joint agreement of consolidation filed on or about February 19, 1902, in the office of the Secretary of State; the remaining 62,000 shares were issued on or about the month of September, 1902, in payment and satisfaction of obligations of the consolidated company to the amount of $6,200,000 then outstanding. [2] Common stock issued for 11,000 shares common stock of the Rochester & Sodus Bay Railway Co., and 152,902 shares common stock Rochester & Eastern Rapid Railway Co.; 3340 shares preferred stock of Rochester & Suburban Railway Co.; and 668 shares of Rochester & Suburban Railway Co., 1739 shares of Rochester Electric Railway Co., and 1000 shares of Ontario Light and Traction Co., all common stock. First preferred stock issued for 30,000 shares of Rochester Railway Co. preferred stock and 7500 shares of the Rochester & Sodus Bay Railway Co. preferred stock. Second preferred stock issued for 30,000 shares common stock Rochester Railway Co. (the second preferred stock thus issued was exchanged for common stock, share for share, as of May 11, 1910). [3] Common stock increased $5,174,700 over June 30, 1909; but of this $4,500,000 was issued in place of 450,000 shares of preferred stock retired. [4] $7,500,000 par value issued December 1906. [5] $3,999,650 issued on consolidation, $400 issued in trust (to redeem unpresented securities of consolidated companies), and $7,500,000 issued for acquisition of other properties. [6] $2,688,200 issued for property purchased. [7] Issued for property purchased. [8] $499,833 issued on account of construction and acquisition of property; $366,000 stock dividend charged to surplus (an equal amount of cash having been expended for property). [9] Issued for cash and property. [10] By articles of consolidation dated December 27, 1906, the present Buffalo & Lake Erie Traction Co. was formed by the consolidation of the former Buffalo & Lake Erie Traction Co. with $4,420,000 of capital stock, and the Erie Rapid Transit Co. with $2,330,000 of capital stock; under the consolidation agreement the consolidated company issued to the holders of stock of the former Buffalo & Lake Erie Traction Co. 34,000 shares of common stock and 10,000 shares of preferred stock; there were issued to the holders of the stock of the Erie Rapid Transit Co. 8300 shares of common stock and 15,000 shares of preferred stock; early in 1907, 7500 shares of additional stock were issued by respondent pursuant to an agreement for the acquisition of the capital stock of the Jamestown, Chautauqua & Lake Erie Ry. Co. [11] $361,400 issued on account of construction; $2,631,000 issued on account of consolidation. [12] There are also outstanding 76 shares of stock of underlying companies. [14] Issued on account of construction contract. [17] Remainder issued for construction. [18] Stocks and bonds of company were given for purchase price of existing railroads and for construction and equipment of extensions. [19] Principally issued for stock of constituent companies. [20] Report of receivers from August 6, 1909, to June 30, 1910. [21] Issued to Albion & Lockport Railway Co. shareholders, share for share, $26,000; to Albion Electric Railway Co. shareholders, share for share, $3600; to Albion & Rochester Railway Co. shareholders $30,000; to contractors as part payment of construction contract $3,940,400. [22] Exchanged for other securities, par value unknown. [24] Issued pursuant to the terms of the reorganization agreement dated June 30, 1909, for the acquisition of all the property rights and franchises of the Albany & Hudson Railroad Co. sold at foreclosure sale September 7, 1909, to a reorganization committee of the stockholders and bondholders of the company aforesaid. [27] Issued for property. [28] Issued upon consolidation for stock of constituent companies. [29] Remainder issued for construction and in exchange for the entire capital stock of the companies consolidated into this company. [30] $250,000 issued for part purchase of constructed road; $25,000 issued to retire floating debt. [31] Issued on reorganization. [32] Issued for purchase of property and for reorganization purposes. [33] Issued for construction. [34] $80,000 par value issued in exchange for Buffalo, Gardenville & Ebenezer Railway Co. stock under terms of merger agreement; $5700 par value issued in exchange for Buffalo Southern Railroad Co. stock under terms of merger agreement. $461,500 par value issued for property purchased. [35] Issued for purchase and construction of road. [36] Issued for services and construction.

TABLE 206: CAPITAL STOCKS, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the actually outstanding capital stocks (*i.e.* stocks not held by or for the issuing corporation) of the corporation as a whole; they are not segregated according to state lines nor with regard to railroad operations and other operations; the figures are shown to the nearest dollar only.

Stock not otherwise specifically described is common.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of stock.	Year of nominal issue.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount issued.	Amount actually outstanding.	Dividends declared during year.		Dividends paid during year.	Corp. No.
							Rate.	Amount.		
51	Huntington	1890	$30,000	$30,000	$3,050	$30,000	....	.....	.....	51
52	Ogdensburg Street	1895	150,000	150,000	150,000	150,000	....	.....	.....	52
53	Buffalo & Williamsville Electric	1893	3,500,000	75,000	69,400	75,000	....	.....	.....	53
54	Elmira, Corning & Waverly	1906	2,500,000	336,900	36,900	336,900	....	.....	.....	54
55	Troy & New England	1895	350,000	180,000	[37]	180,000	4	$7,200	$7,200	55
56	Penn Yan, Keuka Park & Branchport	1897	100,000	94,000	.....	94,000	....	.....	.....	56
57	Hornell Traction	[38] 1909	120,000	120,000	[39] 25,000	120,000	....	.....	.....	57
58	Eastern New York	1905	1,750,000	300,000	300,000	300,000	....	.....	.....	58
59	Plattsburgh Traction	1896	100,000	100,000	[40] 10,000	100,000	4	4,000	4,000	59
60	New Paltz, Highland & PoughkeepsieTraction	1903	100,000	100,000	[41] 10,000	100,000	....	.....	.....	60
61	Rochester & Manitou	1908	60,000	60,000	[42] 10,000	60,000	....	.....	.....	61
62	Hudson River & Eastern Traction	1907	400,000	84,000	[9]	84,000	....	.....	.....	62
63	Glen Cove	1902	50,000	10,000	10,000	10,000	....	.....	.....	63
65	Electric City	1904	80,000	80,000	[43]	80,000	....	.....	.....	65
66	Newark & Marion	1905	100,000	100,000	[14]	100,000	....	.....	.....	66
67	Buffalo & Depew	1897	350,000	305,000	[27]	305,000	....	.....	.....	67
68	Nassau County	1899–1902	50,000	35,000	35,000	35,000	....	.....	.....	68
69	St. Lawrence Int. El. R.R. and Land	1902	250,000	250,000	[48]	250,000	....	.....	.....	69
70	Putnam & Westchester Traction	1906	75,000	75,000	.....	75,000	....	.....	.....	70
71	Northport Traction	1902–1903	50,000	45,000	45,000	45,000	....	.....	.....	71
72	Paul Smith's El. Lt. and Pr. and R.R.	1906	200,000	200,000	.....	200,000	....	.....	.....	72
74	Adirondack Lakes' Traction	1903	60,000	60,000	1,500	60,000	....	.....	.....	74
76	Port Jervis Traction	1910	20,000	20,000	[44]	20,000	....	.....	.....	76
77	Catskill Traction	1910	60,000	60,000	[47] 12,000	60,000	....	.....	.....	77
80	Shore Line	.....	300,000	[49]	.....	.....	....	.....	.....	80
	Totals	[49]	$145,264,200	$127,498,521	.....	$122,976,821	....	$2,152,845	$1,902,927	

The companies below mentioned are not included in the table above, the reasons for the omissions being shown as follows:

11. Fonda, Johnstown & Gloversville Railroad Co.: shown under the tabulations of steam railroad corporations.

19. Buffalo, Lockport & Rochester Railroad Co.: included in report of receivers shown above.

24. Otsego & Herkimer Railroad Co.: June 30, 1910, its application for authority to issue capital stock was pending before the Public Service Commission, Second District.

33. Westchester Street Railroad Co.: June 30, 1910, its application for authority to issue capital stock was pending before the Public Service Commission, Second District.

35. Albany & Hudson Railroad Co.: defunct at close of year; its property sold under foreclosure and the corporation succeeded by Albany Southern Railroad Co.

37. Tarrytown, White Plains & Mamaroneck Railway Co.: defunct at close of year; its property sold under foreclosure: one parcel purchased by The Westchester Street Railroad Co. and the other by Shore Line Electric Railroad Co.

64. John Johnston: unincorporated.

73. Hornellsville & Canisteo Railway Co. and

75. Hornellsville Electric Railway Co.: September 17, 1909, these two companies, together with the Canisteo Valley Electric Railway Co., entered into an agreement of consolidation forming Hornell Traction Co., with capital stock of $120,000 to be issued in exchange, share for share, of the capital stock of the constituent companies: to wit, Hornellsville Electric Railway Co. $50,000, Hornellsville & Canisteo Railway Co. $50,000, Canisteo Valley Electric Railway Co. $20,000; said agreement of consolidation, although filed October 6, 1909, with the Secretary of State, had not been brought for hearing before the Public Service Commission, Second District, prior to June 30, 1910.

78. Hoosick Falls Railroad Co.: June 30, 1910, its application for authority to issue capital stock was pending before the Public Service Commission, Second District.

79. Catskill Electric Railway Co.: defunct at close of year; its property sold under foreclosure; purchased by W. C. Wood and transferred to the Catskill Traction Co.

[9] Issued for cash and property. [14] Issued on account of construction contract. [27] Issued for property. [37] 1749.1 shares issued for construction; 50.9 issued for cash. [38] Date of formation by consolidation of Hornellsville Electric Railway Co., Hornellsville & Canisteo Railway Co., and Canisteo Valley Electric Railway Co. [39] Consideration for remainder not reported; presumably for stocks of consolidated companies. [40] $90,000 issued on account of original construction. [41] 900 shares issued for property purchased. [42] Remainder issued for purchase of property of former Rochester, Charlotte & Manitou Railroad Co. [43] 720 shares issued as part payment for work done and material furnished under construction contract; consideration for remaining 80 shares not stated. [44] Issued to bondholders of the Port Jervis Electric Light, Power, Gas & Railroad Co. for the inventory value of the tangible property. [47] $48,000 issued to W. C. Wood as part payment for the road at that time owned by him, and formerly of the Catskill Electric Railway Co. [48] $222,000 par value issued for construction; $28,000 issued for purchase of electric light plant. [49] No stock issued; but it is stated that there is due to Franklin L. Babcock $110,000 of capital stock for the railroad property purchased by him at public sale and transferred to the respondent.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
1	**International:**						
	Lockport to Olcott Beach	16.48	.....	.....	16.48	2.88	19.36
	Erie R.R.—500 ft. east N. Y. C. & H. R. R. R. No. Tonawanda to Lockport	12.54	.....	.....	12.54	2.74	15.28
	Erie R.R.—Sweeney St., North Tonawanda, to Buffalo	5.67	.19	.....	5.86	.64	6.50
	Niagara Falls Resn., Niagara Falls, N. Y.—Riverway from Falls to Niagara	.15	.10	.....	.25	.....	.25
	Erie R.R.—Sweeney St., N. Tona., to 500 ft. east of N. Y. C. & H. R. R. R., N. Tona.	1.68	.....	.....	1.68	.35	2.03
	N. Y. C. & H. R. R. R.—All in lower town, Lockport, N. Y.	3.12	.....	.....	3.12	.....	3.12
	Road outside State of New York—Chippawa to Queenston, Ont.	11.91	11.20	.....	23.11	1.37	24.48
	Various streets, etc.	112.84	64.53	.....	177.37	18.09	195.46
	Total within and without State of New York	164.39	76.02	.....	240.41	26.07	266.48
	Total in State of New York	152.48	64.82	.....	217.30	24.70	242.00
2	**New York State Railways:**						
	Rochester Ry.—Rochester city lines, county of Monroe	3.51	3.53	.....	7.04	.33	7.37
	Rochester Ry.—Rochester city lines, city of Rochester	54.66	47.99	.....	102.65	8.86	111.51
	Rochester Electric Ry. Co.—Ridge Road (city line) to Ontario Beach	4.80	4.60	.....	9.40	.31	9.71
	Rochester & Suburban Ry.—City line to Summerville	4.56	4.52	.....	9.08	.12	9.20
	R. & S. B. Ry.—East Main station, Rochester, to east line Monroe county	14.99	3.46	.....	18.45	1.55	20.00
	R. & S. B. Ry.—East line Monroe county to Sodus Point, Wayne county	24.09	.....	.....	24.09	1.81	25.90
	R. & E. R. Ry.—Rochester city line to east line Monroe county	9.49	1.07	.....	10.56	.68	11.24
	R. & E. R. Ry.—East line Monroe county to Geneva, Ontario county	29.37	1.40	.....	30.77	2.89	33.66
	Ontario Light & Traction Co.—Canandaigua	2.23	.....	.....	2.23	.50	2.73
	Total	147.70	66.57	.....	214.27	17.05	231.32
3	**United Traction:**						
	United Traction Co.—In city of Albany	18.05	11.20	.....	29.25	2.15	31.40
	United Traction Co.— Kenwood to Albany city line in Albany county	.29	.....	.....	.29	.....	.29
	United Traction Co.—Albany city line to Watervliet city line in Albany county	2.50	2.50	.....	5.00	.....	5.00
	United Traction Co.—Watervliet city line to Green Island depot in Albany county	.16	.16	.....	.32	.....	.32
	United Traction Co.—In city of Watervliet	2.56	2.49	.....	5.05	.....	5.05
	United Traction Co.—In city of Cohoes	.51	.....	.....	.51	.....	.51
	United Traction Co.—In city of Troy	16.27	13.85	.....	30.12	1.91	32.03
	United Traction Co.—Troy city line to Cohoes city line in Saratoga county	1.04	.70	.....	1.74	.....	1.74
	Troy and Cohoes line—In city of Troy	.12	.12	.....	.24	.....	.24
	Troy and Cohoes line—Troy city line to Cohoes city line in Albany county	1.99	1.44	.....	3.43	.....	3.43
	Troy and Cohoes line—In city of Cohoes	1.47	.15	.....	1.62	.....	1.62
	Lansingburgh and Cohoes line—In city of Troy	.14	.14	.....	.28	.....	.28
	Lansingburgh and Cohoes line—In city of Cohoes	.96	.31	.....	1.27	.....	1.27
	Watervliet and Cohoes line—In city of Cohoes	.43	.....	.....	.43	.....	.43
	Watervliet and Cohoes line—Cohoes city line to Waterford in Saratoga county	1.45	.34	.....	1.79	.....	1.79
	Capitol Ry.—In city of Albany	1.29	1.29	.....	2.58	.....	2.58
	Cohoes Ry. line—Watervliet city line to Cohoes city line in Albany county	1.05	.....	.....	1.05	.10	1.15
	Cohoes Ry. line—In city of Cohoes	5.20	.50	.....	5.70	.38	6.08
	Total	55.48	35.19	.....	90.67	4.54	95.21
4	**Syracuse Rapid Transit:**						
	North and South Salina—Iron pier to city line	4.77	4.77	.....	9.54	1.31	10.85
	North and South Salina—City line to Onondaga Valley	1.53	1.03	.....	2.56	.14	2.70
	East Genesee and Grace—Euclid Avenue loop to Avery avenue	6.48	5.74	.....	12.22	.17	12.39
	Solvay and West Genesee—Bridge street to city line	5.33	3.84	.....	9.17	.32	9.49
	Solvay and West Genesee—City line to Darrow avenue	1.43	.90	.....	2.33	.09	2.42
	Elmwood and Valley—Elsner street to city line	4.71	3.37	.....	8.08	.28	8.36
	Elmwood and Valley—City line to Onondaga Valley	.69	.06	.....	.75	.07	.82
	Grape street—South Salina St. to Oakwood Cemetery	1.68	.34	.....	2.02	.18	2.20
	Liverpool—City line to Liverpool	.62	.05	.....	.67	.....	.67
	Liverpool—North Salina street to city line	2.48	.....	.....	2.48	.06	2.54
	Wolf street—North Salina St. to 7th North St	.94	.94	.....	1.88	2.08	3.96
	Court street—North Salina St. to 3rd North St	.66	.61	.....	1.27	.05	1.32
	Midland—South Salina St. to city line	1.77	1.77	.....	3.54	.34	3.88
	Butternut (Inc. North Salina to Townsend)—Erie canal to Woodlawn Cemetery	2.53	2.16	.....	4.69	.09	4.78
	Hawley (Inc. Burnet Ave.—Oak to Lodi)—James St. to city line	1.71	1.15	.....	2.86	.05	2.91
	Hawley—City line to Chesborough ave	.05	.05	.....	.10	.56	.66
	Crouse Ave.—East Genesee St. to University Place	.51	.04	.....	.55	.....	.55
	Bellevue—South ave. to Fellows ave	1.33	1.29	.....	2.62	.04	2.66
	Park, Pond, and Spring—Butternut St. to Kirkpatrick St	.84	.79	.....	1.63	.07	1.70
	Shonnard street—Slocum avenue to Oswego street	.12	.12	.....	.24	.....	.24
	Common Center—West Water, East Jefferson, and Robbers' Row	.19	.19	.....	.38	.01	.39
	Minoa line—East Syracuse to town line	1.41	.....	.....	1.41	.13	1.54
	Minoa line—Town line to Minoa	1.92	.....	.....	1.92	.12	2.04
	Rockwell Springs—East Onondaga to Rockwell Springs	1.69	.03	.....	1.72	.56	2.28
	East Syracuse—James street to city line	2.57	.83	.....	3.40	.13	3.53
	East Syracuse—City line to East Syracuse	2.68	.....	.....	2.68	.24	2.92
	Eastwood—Chesborough avenue to Boston street	[1]1.19	.03	.....	[1]1.22	.....	[1]1.22
	East Fayette street—Montgomery street to State street	.09	.09	.....	.18	.....	.18
	Total	51.92	30.19	.....	82.11	7.09	89.20
5	**Utica & Mohawk Valley:**						
	Columbia and Whitesboro—Genesee St. to Westmoreland St.	4.96	.89	02	5.85	.57	6.41
	Columbia and Whitesboro—Westmoreland St. to Bradley bridge						
	New York Mills—Yorkville to Burr-stone mill	2.68	.13	.....	2.81	.19	3.01
	New York Mills—Burr-stone mill to center of Golf Grounds loop						
	Genesee St.—Main St. car-house to New Hartford	4.00	4.00	.17	8.16	.33	8.49
	Blandina St.—Genesee St. to West Shore R.R.	1.67	.01	.....	1.68	.17	1.85
	Capron line—New Hartford to Capron	.72	.05	.....	.77	.....	.77
	South St.—Blandina St. to West Shore R.R.	1.45	.....	.....	1.45	.17	1.62
	Eagle St.—Genesee St. to Grove Place on Steuben	1.24	.09	.....	1.33	.17	1.50
	Elm St.—Eagle St. to West Shore R.R. on Oneida St.	.92	.....	.....	.92	.08	1.00
	Oriskany division—Bradley bridge to right of way, Oriskany	2.11	2.11	.03	4.26	.....	4.26
	Summit Park—Whitesboro road to Summit Park	1.16	.05	.....	1.21	.18	1.39
	Lafayette and Whitesboro Sts.—Genesee St. to Saratoga St.	.88	.04	.01	.93	.09	1.02
	Cemetery line—Genesee St. to Forest Park	1.05	.10	.....	1.15	.05	1.21
	Lincoln Ave. line—Columbia St. to store yard	1.60	.02	.01	1.64	.77	2.41
	West Ave. (formerly Philip St. line)—Columbia Sq. to Ash St.	.79	.....	.....	.79	.....	.79
	Varick St.—Lafayette St. to Columbia St.	[2].09	.....	.....	[2].09	.....	[2].09
	Bleecker St. line—Genesee St. to city line	2.43	2.43	.....	4.86	[2].12	[2]4.97
	Deerfield line—Old Mohawk River bridge to end of Schuyler road	1.99	.....	.....	1.99	.13	2.12
	Whitesboro, S. side—Half way bridge to Bradley bridge	3.15	3.15	.....	6.31	.....	6.31

[1] Includes 0.33 miles of first track not operated. [2] Unused track.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles. First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
5	**Utica and Mohawk Valley** (*concluded*):						
	Rome division — Oriskany to Rome loop	7.45	7.45	.11	15.00	.....	15.00
	Frankfort division — Utica c. l. to West Shore R.R. at Frankfort Jct	8.62	8.62	.58	17.81	2.21	20.02
	Herkimer, Mohawk, Ilion, and Frankfort — Main St., Herk., to Litchfield St., Frank.	6.08	1.31	.11	7.49	.25	7.75
	Little Falls div.— Main St., Herkr., to corner Main and John Sts., L. Falls	8.12	6.84	.15	15.11	.....	15.11
	Clinton division — New Hartford to Clinton loop	5.40	1.13	.10	6.62	.10	6.72
	West Shore R.R.— Frankfort Jct. tower to Mohawk Jct. tower	2.58	2.58	.....	5.16	.....	5.16
	Rome City system — John St. car house to ends of all lines	6.09	.45	.03	6.57	.31	6.88
	Mohawk St. division — Bleecker St. to Pleasant St	1.55	1.54	.15	3.24	.....	3.24
	Total	78.76	42.99	1.47	123.20	5.90	129.09
6	**Schenectady:**						
	Albany division — Schenectady city line to Albany county line	2.36	2.36	.....	4.72	.03	4.75
	Albany division — Albany county line to Albany city line	7.45	7.45	.....	14.90	.19	15.09
	Albany division — Albany city line to Watervliet Ave., Albany	.76	.76	.....	1.52	.01	1.53
	Albany division, United Traction Co.— Watervliet Ave. to Broadway, Albany	2.51	2.46	.....	4.97	.....	4.97
	Troy division — Schenectady city line to Schenectady county line	4.44	4.44	.....	8.88	.03	8.91
	Troy division — Schenectady county line to Watervliet city line	6.21	6.21	.....	12.42	.16	12.58
	Troy division — Watervliet city line to Third Ave., Watervliet	1.60	1.60	.....	3.20	.03	3.23
	Troy division, United Traction Co.— Third Ave., Watervliet to Union Station, Troy	1.52	.82	.....	2.34	.04	2.38
	Saratoga division — Aqueduct Jct. to Schenectady county line	2.10	2.10	.....	4.20	.03	4.23
	Saratoga division — Schenectady county line to Ballston Jct., Ballston	10.72	10.72	.....	21.44	.48	21.92
	Saratoga division, Delaware & Hudson Co.— Ballston Jct. to Broadway, Saratoga	5.55	5.55	.....	11.10	.21	11.31
	Aqueduct division — Schenectady city line to terminal, Aqueduct	1.62	1.47	.....	3.09	.47	3.56
	Rexford Flats division — Alplaus Jct. to Schenectady county line	.23	.23	.....	.46	.....	.46
	Rexford Flats division — Schenectady county line to terminal, Rexford Flats	.47	.47	.....	.94	.01	.95
	Fonda, J. & G. connection - - North end Scotia bridge to B. & M. undercrossing	1.05	1.03	.....	2.08	.15	2.23
	Scotia div.— No. end Scotia br. to end Mohawk and Ballston Ave. lines	2.10	.56	.....	2.66	.....	2.66
	Schenectady division — All tracks inside of Schenectady city line	18.67	11.45	.....	30.12	2.96	33.08
	Total	69.36	59.68	.....	129.04	4.80	133.84
7	**Crosstown Street Railway of Buffalo:**						
	In city of Buffalo	51.68	45.76	.....	97.44	4.50	101.94
	In town of Cheektowaga	.56	.52	.....	1.08	.01	1.09
	In city of Lackawanna	.42	.40	.....	.82	.02	.84
	Buffalo & L. E. Tn. Co.— private right of way, Swan St. to Oak St	.....	.50	.....	.50	.....	.50
	Total	[3] 52.66	[3] 47.18	.....	[3] 99.84	4.53	[3] 104.37
8	**Buffalo & Lake Erie Traction:** [5]						
	Clinton and Washington Sts., Buffalo, to Buffalo city line	[4] 4.50	[4] 4.30	.....	[4] 8.80	[4] .10	[4] 8.90
	Lackawanna to Hamburg	7.51	.....	.....	7.51	.78	8.29
	Abbott road to Hamburg turnpike	2.45	2.34	.....	4.79	.48	5.27
	Buffalo city line to Erie, Penna., city line	86.48	13.78	.....	100.26	1.72	101.98
	Dunkirk city	5.20	.81	.....	6.01	.50	6.51
	Dunkirk to Fredonia	.90	.....	.....	.90	.....	.90
	Erie city, Penna	26.15	9.13	.....	35.28	2.17	37.45
	Total within and without State of New York	133.19	30.36	.....	163.55	5.75	169.30
	Total in State of New York [6]	86.99	21.23	.....	108.22	3.54	111.76
9	**Hudson Valley:**						
	Waterford division — Waterford and Ft. Edward	36.05	2.21	.....	38.26	2.59	40.85
	Waterford division — Thomson and Greenwich	6.50	.....	.....	6.50	.51	7.01
	Saratoga division — Mechanicville and Saratoga	18.54	.....	.....	18.54	1.19	19.73
	Saratoga division — Ballston Jct. and Ballston	1.09	.....	.....	1.09	.....	1.09
	Saratoga division — Saratoga and Saratoga Lake	5.14	.....	.....	5.14	.55	5.69
	Glens Falls division — Ft. Edward and Glens Falls	6.53	3.08	.....	9.61	1.65	11.26
	Glens Falls division — Saratoga Jct. and Warrensburgh	32.68	.21	.....	32.89	1.86	34.75
	Glens Falls div.— Local lines — Glens Falls and South Glens Falls	3.57	.....	.....	3.57	.14	3.71
	North River Ry.— Saratoga and Saratoga Junction	1.72	.....	.....	1.72	.08	1.80
	United Traction Co.— Waterford and center of Troy	5.10	5.10	.....	10.20	.....	10.20
	G. & J. (Schuylerville extension) — Across Hudson river at Thomson	.47	.....	.....	.47	.....	.47
	Total	117.39	10.60	.....	127.99	8.57	136.56
10	**Yonkers:**						
	Broadway line — Main st. and N. Y. C. & H. R. to B'way and So. c. l., Yonkers	1.90	1.90	.....	3.80	.07	3.87
	McLean Ave. line — New Main St. and Getty Sq., to New Main St. and So. B'way	.55	.43	.....	.98	.....	.98
	McLean Ave. line — McLean Ave. and So. B'way to McLean Ave. to Bronx R. road	2.90	2.90	.....	5.80	.....	5.80
	Riverdale line — Riverdale Ave. and Main St. to Riverdale Ave. and So. c. l., Yonkers	1.47	.10	.....	1.57	.....	1.57
	Hastings line — Warburton Ave. and Main St. to terminus at Hastings	5.36	.47	.....	5.83	.....	5.83
	Park Ave. line — Palisade Ave. and Getty Sq. to ter. at Roberts Ave	2.12	.19	.....	2.31	.....	2.31
	Elm and Walnut St.— Elm St. and Palisade Ave. to Elm St. and Nepperhan Ave	.14	.....	.....	.14	.....	.14
	Elm and Walnut St.— Elm St. and Nepperhan Ave. to ter. Lake Ave. and Sawmill R. rd	1.24	.04	.....	1.28	.....	1.28
	Tuckahoe — Nepperhan Ave. and New Main St. to Bronx river at Tuckahoe	4.54	.37	.....	4.91	.....	4.91
	Mt. Vernon line — Yonkers and Nepperhan Aves. to Bronx river at Mt. Vernon	3.16	.97	.....	4.13	.....	4.13
	McLean Ave. line — Bronx R. road and McLean Ave. to Bronx R. road and Yon. Ave.	1.08	1.08	.....	2.16	.14	2.30
	Jerome Ave. line — Cent. Ave. and Yonkers Ave. to Cent. Ave. and So. line, Yonkers	1.42	1.42	.....	2.84	.....	2.84
	Kingsbridge line — Broadway and city line to Broadway and 242nd St	1.54	1.54	.....	3.08	.....	3.08
	Tuckahoe line — Bronx Rr. and Tuckahoe road to Tuckahoe station	.33	.....	.....	.33	.....	.33
	Mt. Vernon line — Bronx Rr. and Mt. Vernon Ave. to West Mt. Vernon Stn	.10	.10	.....	.20	.....	.20
	Tracks in car-barns not otherwise allocated	.....	.....	.....	.....	1.67	1.67
	Total	27.85	11.51	.....	39.36	1.88	41.24
11	**Fonda, Johnstown & Gloversville:**						
	Main line " B " electric division — Gloversville to Schenectady	32.26	21.01	1.85	55.12	.34	55.46
	Main line " C " electric division — Gloversville to Fonda	8.70	.....	.51	9.21	.72	9.93
	Belt line in Gloversville	3.84	.....	.19	4.03	.....	4.03
	Hagaman line — Amsterdam to Hagaman	3.86	.....	.31	4.17	.....	4.17
	Johnstown, G. & K. Horse — Gloversville to Johnstown	4.08	.....	.06	4.14	.....	4.14
	Total	52.74	21.01	2.92	76.67	1.06	77.73

[3] 0.82 mile unused first track and 0.81 mile unused second track are included.
[4] Reported by Buffalo & Lackawanna Traction Co. as operated by Buffalo & Lake Erie Traction Co. on June 30, 1910
[5] Did not furnish required information in report for year ended June 30, 1910, and figures used are those reported for year ended June 30, 1909, except as stated in Note 4.
[6] Based on figures for year ended June 30, 1908.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
12	**Rochester, Syracuse & Eastern:**						
	Rochester, S. & E.— Rochester — Culver Road to Lake Shore Jct.	79.25	79.25	.....	158.50	.75	159.25
	Rochester Ry. Co.— Rochester, Four Corners to Culver Road.	2.63	2.63	.....	5.26	.....	5.26
	Syracuse, L. S. & N. R.R.— Lake Shore Jct. to Syracuse Ter.	4.40	4.40	.....	8.80	.....	8.80
	Total.	86.28	86.28	.....	172.56	.75	173.31
13	**Westchester Electric:**						
	19th Ave. and White Plains road, Bronx, to Larchmont.	7.60	4.63	.....	12.23	.....	12.23
	So. 5th Ave. and 3rd St., Mt. Vernon, to Invermere, New York.	2.22	.31	.....	2.53	.....	2.53
	E. 3rd Ave. and So. Fulton Ave., Mt. Vernon, to No. end 5th Ave., No. Pelham.	2.11	.15	.....	2.25	.....	2.25
	First St. and 11th Ave., Mt. Vernon, to Harlem station, Mt. Vernon.	.37	.30	.....	.67	.....	.67
	Sixth St. and 5th Ave., Mt. Vernon, to Sixth St. and Fulton Ave., Mt. Vernon.	.37	.37	.....	.74	.....	.74
	First St. and 1st Ave., Mt. Vernon, to First St. and 5th Ave., Mt. Vernon.	.21	.21	.....	.42	.....	.42
	First St. and 4th Ave., Mt. Vernon, to Third St. and 4th Ave., Mt. Vernon.	.35	.....	.....	.35	.....	.35
	First St. and 4th Ave., Mt. Vernon, to north line town of Eastchester.	5.26	.18	.....	5.44	.....	5.44
	Midland Ave. and Main St., Tuckahoe, to Tuckahoe station.	.40	.....	.....	.40	.....	.40
	Colonial Ave. and Wolf's Lane, Pelham, to Third St. and Wolf's Lane.	.20	.....	.....	.20	.....	.20
	Boston Turnpike — Pelham Manor to Pelham Manor station.	.45	.....	.....	.45	.....	.45
	Main St., New Rochelle, to Glen Island, New Rochelle.	1.05	.79	.....	1.84	.....	1.84
	Huguenot St., New Rochelle, to W. end Mayflower Ave., New Rochelle.	1.74	.06	.....	1.80	.....	1.80
	Huguenot St., New Rochelle, to Parsons Corners, Eastchester.	4.07	.24	.....	4.31	.....	4.31
	Main St., New Rochelle, to Hudson Park, New Rochelle.	.65	.06	.....	.71	.....	.71
	North Ave., New Rochelle, to point on 5th Ave., New Rochelle.	.78	.....	.....	.78	.....	.78
	Main and Lawton Sts., New Rochelle, to Huguenot St., New Rochelle.	.43	.....	.....	.43	.....	.43
	Main and Rose Sts., New Rochelle, to Huguenot and Lawton Sts., New Rochelle.	.23	.....	.....	.23	.....	.23
	Mechanic and Huguenot Sts., New Rochelle, to N. Y., N. H. & H. R.R.	.04	.....	.....	.04	.....	.04
	Fulton Ave. and Sixth St., Mt. Vernon, to car-barns, Hutchinson R., Eastchester.	.55	.55	.....	1.10	.12	1.23
	North St. and Carey Ave., Mt. Vernon, to North St. and 4th Ave., Mt. Vernon.	[7] .11	.....	.....	[7] .11	.....	[7] .11
	Harlem R.R. and Mt. Vernon Ave. to Bronx river.	[7] .10	[7] .10	.....	[7] .20	.....	[7] .20
	Tuckahoe station to Bronx river.	[7] .33	.....	.....	[7] .33	.....	[7] .33
	Fourth St. and Hutchinson river, North Pelham, to Fourth St. and 8th Ave.	[7] .34	.....	.....	[7] .34	.....	[7] .34
	Lawton St., corner Main St. to Lawton St., corner Huguenot St., New Rochelle.	.83	.....	.....	.83	.....	.83
	North Ave., corner 5th Ave., to terminal line of 5th Ave., New Rochelle.						
	First St. and North 3rd Ave. to North St., Mt. Vernon.	.29	.....	.....	.29	.....	.29
	19th Ave and White Plains Rd., New York, to 177th St. subway, New York.	4.41	4.41	.....	8.82	.....	8.82
	White Plains rd. and Olive Ave., New York, to Bronx Park stn., 3rd Ave. Elevated.	1.20	1.20	.....	2.40	.....	2.40
	Tracks in car-barns, shops, etc., not otherwise allocated.	.....	.....	.....	.....	.94	.94
	Total.	36.70	13.55	.....	50.25	1.06	51.31
14	**Auburn & Syracuse Electric:**						
	A. & S. El. R.R.— Genesee and Fulton Sts., Auburn, to Syracuse city line.	23.91	16.27	.....	40.18	.49	40.67
	6th Ward line — Genesee and No. Sts., Auburn, to Franklin St.	1.62	.....	.....	1.62	.09	1.71
	East and West Genesee St. line — Seward Ave. to L. V. R.R.	2.26	1.17	.....	3.43	.04	3.47
	2nd Ward line — Genesee and So. Sts., Auburn, to Owasco Lake Park.	2.80	.....	.....	2.80	.24	3.04
	4th and 7th Ward line — Gen. and State Sts., Auburn, to W. c. l. and Amelius St.	1.89	.....	.....	1.89	.24	2.13
	Owasco St. line — Genesee and Owasco Sts., Auburn, to Owasco Lake Park.	3.12	.....	.....	3.12	.24	3.36
	A. & N. Clark St. line — State and Clark Sts., Auburn, to L. V. depot.	.88	.....	.....	.88	.05	.93
	A. & N. Dill and Water Sts.— State and Dill Sts., Auburn, to Water and No. Sts.	.14	.....	.....	.14	.08	.22
	A. & N. Gen. St.— State and Gen. Sts., Auburn, to Washington and Genesee Sts.	.42	.....	.....	.42	.....	.42
	A. & N. Gen. St.— State and Seymour Sts., Auburn, to State and York Sts.	.90	.....	.....	.90	.05	.95
	S. R. T. Ry.— Syracuse city line to common center.	2.80	2.80	.....	5.60	.....	5.60
	Total.	40.74	20.24	.....	60.98	1.52	62.50
15	**Oneida:**						
	Main St., Oneida — Madison St. to Seneca turnpike.	1.27	1.27	.29	2.83	.03	2.86
	Lenox Ave., Oneida — Main St. to West Shore R.R.	1.30	1.29	.06	2.65	.....	2.65
	Central Ave., West St.— Main St. to Lenox Ave.	.27	.27	.03	.56	.....	.56
	Wampsville — Lenox Ave. to West Shore R.R. in town of Lenox.	2.01	.....	.14	2.15	.....	2.15
	Utica Connection — Genesee St. to West Shore R.R. right of way.	.03	.02	.....	.05	.....	.05
	Syracuse Connection — West Shore R.R. right of way to Burnet Ave.	.17	.17	.03	.37	.....	.37
	West Shore — Utica to Syracuse.	44.10	44.10	17.37	105.56	.....	105.56
	Kenwood — Sherrill to Kenwood.	1.51	.....	.....	1.51	.17	1.68
	Tracks, Wolf St. shop, Syracuse — Wolf, 5th North, 6th North, and Free Sts.	.31	.....	.....	.31	1.06	1.37
	Total.	50.96	47.12	17.91	115.99	1.26	117.25
16	**Western New York & Pennsylvania Traction:**						
	In Olean.	2.99	.29	.....	3.28	1.20	4.48
	Olean to Bolivar (includes Shingle House branch in New York state).	18.52	.....	.....	18.52	.81	19.33
	Olean to Salamanca.	18.55	.....	.....	18.55	.80	19.35
	Olean to State line — Rock City division.	11.23	.....	.....	11.23	.65	11.88
	Seneca Jct. to State line — Bradford and Carl. division.	7.10	.....	.....	7.10	.30	7.40
	In Salamanca.	2.52	.....	.....	2.52	.08	2.60
	Salamanca to Little Valley.	8.36	.....	.....	8.36	.28	8.64
	State line to Bradford — Rock City division.	8.56	.....	.....	8.56	.30	8.86
	State line to Clarkdale — Bradford and Carl. division.	1.81	.....	.....	1.81	.10	1.91
	In Bradford, Penna.	2.36	.....	.....	2.36	.05	2.41
	Bradford to Lewis Run, Penna.	5.97	.....	.....	5.97	.45	6.42
	Shingle House R.R.— State line to Shingle House, Penna.	4.60	.....	.....	4.60	.10	4.70
	Total within and without State of New York.	92.57	.29	.....	92.86	5.12	97.98
	Total in State of New York.	69.27	.29	.....	69.56	4.12	73.68
17	**Binghamton:** [9]						
	In Binghamton.	21.13	6.72	.....	27.85	3.47	31.32
	Corporation line on Main St. to Union.	7.54	5.81	.....	13.35	1.01	14.36
	Corporation line on Floral Ave. to Catholic Cemetery.	1.40	.....	.....	1.40	.....	1.40
	Corporation line on Chenango St. to Port Dickinson.	.84	.....	.....	.84	.....	.84
	Total.	30.91	12.53	.....	43.44	4.48	47.92
18	**Syracuse, Lake Shore & Northern:**						
	Main line — Syracuse common center to Fulton.	27.43	15.69	.....	43.12	1.08	44.20
	Fulton Div.— East 1st St. and B'way to D., L. & W. stn., West Fulton.	.51	.....	.....	.51	.04	.55
	Oswego Beach and Minetto — Oswego Beach to Minetto.	7.96	.....	.....	7.96	.65	8.61

[7] Not operated. [9] Measurements in part estimated.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
18	**Syracuse, Lake Shore & Northern** (*concluded*):						
	Erie St.— West 1st and Bridge Sts. to Erie and Hawley Sts.	1.00	.....	.....	1.00	.04	1.04
	Mitchell St.— East 4th and Bridge Sts. to 15th and Mitchell Sts.	1.50	.....	.....	1.50	.04	1.54
	Total	38.40	15.69	.....	54.09	1.85	55.94
19½	**Buffalo, Lockport & Rochester (Receivers):**						
	Rochester city line to Lockport city line	54.28	2.37	.....	56.65	3.68	60.33
	International Ry. Co.— Lockport city line to Lockport Center	1.61	.....	.....	1.61	.....	1.61
	New York State Rys.— Rochester city line to Rochester Center	2.32	2.32	.....	4.64	.....	4.64
	Total	58.21	4.69	.....	62.90	3.68	66.58
20	**New York & Stamford:**						
	New Rochelle — Liberty Sq. (Port Chester) to Dean Pl. (Larchmont)	8.58	3.49	.....	12.07	1.57	[10] 13.64
	Larchmont Ave.— Boston Post road to Larchmont Manor	.79	.....	.....	.79	.02	.81
	Larchmont Station — Franklin Ave. to Railroad Ave.	.16	.06	.....	.22	.05	[11] .27
	Mamaroneck Ave. (Mamaroneck) — Palmer Ave. to Railroad Ave.	.11	.....	.....	.11	.....	.11
	Rye Beach — Elm Place (Rye) to Meadow St.	.52	.....	.....	.52	.03	.55
	Purchase St.— Purdy Ave. (Rye) to Rye Station	.12	.....	.....	.12	.....	.12
	Rye Beach — Midland Ave. (Rye) to Rye Beach	1.88	1.75	.....	3.63	.18	3.81
	Stamford — Liberty Sq. (Port Chester) to New York-Conn. line	.44	.37	.....	.81	.01	.82
	Stamford — New York-Conn. line to Miamus river	5.62	.....	.....	5.62	.80	6.42
	Stamford — Miamus river to Atlantic Sq. (Stamford)	2.97	.07	.....	3.04	.17	3.21
	North Main St.— Mill St. (Port Chester) to Byram river	.59	.57	.....	1.16	.....	1.16
	Westchester Ave.— Liberty Sq. (Port Chester) to Monroe Pl.	.89	.....	.....	.89	.03	.92
	Total within and without State of New York	22.67	6.31	.....	28.98	2.86	31.84
	Total in State of New York	17.05	6.31	.....	23.36	2.06	25.42
21	**Elmira Water, Light & Railroad:**						
	Elmira to Horseheads	11.96	2.05	.....	14.01	.67	14.67
	West W. St. R.R.— Elmira to Fitch's Bridge on West Water St.	3.53	.62	.....	4.15	.....	4.15
	West Side R.R. Co.— Elmira to Elmira Heights	7.78	.23	.....	8.00	.39	8.39
	Total	23.27	2.90	.....	26.16	1.06	27.21
	Albany Southern:						
	Rensselaer to 7th and Diamond Sts., Hudson	35.00	16.12	.....	51.12	6.37	57.49
	In Hudson — B. & A. bridge and cemetery to N. Y. C. & H. R. depot, Hudson	2.00	.....	.....	2.00	.31	2.31
	U. T. Co.— Akin Ave., Rensselaer, to State St. and B'way, Albany	1.10	.....	.....	1.10	.....	1.10
	Total	38.10	16.12	.....	54.22	6.68	60.90
23	**Jamestown Street:**						
	Sherman House to Sherman House — North loop Sherman House to Sherman House — South loop Sherman House to Celeron — Celeron loop Sherman House to Lakewood — Lakewood loop Sherman House to Falconer — Falconer loop Sherman House to Sherman House — Newland Avenue loop	19.95	4.10	.....	24.05	.60	24.64
24	**Otsego & Herkimer:**						
	Oneonta to Mohawk	55.24	3.00	.....	58.24	.....	58.24
	Cooperstown branch — Index to Cooperstown	3.11	.62	.....	3.73	.....	3.73
	D. & H. branch — Junction to D. & H. track	1.08	.....	.....	1.08	.....	1.08
	East End — Broad St. to East End	1.28	.....	.....	1.28	.....	1.28
	Normal — Chestnut St. to Normal school	1.03	.....	.....	1.03	.....	1.03
	D. & H. depot — Main St. to D. & H. depot	.18	.....	.....	.18	.....	.18
	Car-sheds — Broad St. to car-sheds	.12	.....	.....	.12	.....	.12
	Sidings — various	1.40	.....	.....	1.40	.....	1.40
	Mohawk and Herkimer — Mohawk to Herkimer Mohawk and Utica — Mohawk to Utica	15.00	.....	.....	15.00	.....	15.00
	Total	78.44	3.62	.....	82.06	.....	82.06
25	**Orange County Traction:**						
	Broadway division — West Newburgh to North St.	2.94	1.00	.....	3.94	.44	4.38
	Liberty St. division — Broadway to Overlook place	1.00	.....	.....	1.00	.....	1.00
	Bridge St. division — Renwick St. to Quassaick bridge	.76	.....	.....	.76	.....	.76
	Balmville division — Broadway to Balmville	2.35	.....	.....	2.35	.09	2.44
	Orange Lake division — West Newburgh to Orange Lake	4.64	.....	.....	4.64	.52	5.16
	Walden division — Orange Lake to Walden	5.55	.....	.....	5.55	.66	6.21
	Second St. division — Water St. to Erie R.R. depot	.45	.....	.....	.45	.....	.45
	Total	17.69	1.00	.....	18.69	1.71	20.40
26	**Niagara Gorge:**						
	Niagara Falls to Lewiston	6.83	6.83	.....	13.66	1.36	15.02
	International Ry. Co.— Trackage rights in Niagara Falls	1.00	1.00	.....	2.00	.....	2.00
	Lewiston & Y. Frontier Ry. Co.— Lewiston to Youngstown	7.05	.....	.....	7.05	.05	7.09
	Total	14.88	7.83	.....	22.71	1.41	24.11
27	**Chautauqua Traction:**						
	Lakewood to Westfield	24.01	.....	.....	24.01	1.70	25.71
	Barcelona line — Westfield to Barcelona	1.02	.....	.....	1.02	.....	1.02
	Total	25.03	.....	.....	25.03	1.70	26.73
28	**Kingston Consolidated:**						
	Colonial division — Marius St. to Kingston Point Park	5.24	.25	.....	5.49	.07	5.56
	Kingston City Div.— No. Front and Wall Sts. to Rhinebeck Ferry	2.74	.16	.....	2.90	.36	3.26
	Total	7.98	.41	.....	8.39	.43	8.82
29	**Poughkeepsie City & Wappingers Falls Electric:**						
	Main St. Div.— Hudson river to city line, Poughkeepsie	1.92	1.14	.....	3.06	.21	3.27
	Main St. Div.— City line, Poughkeepsie, to Vassar College	.95	.....	.....	.95	.04	.99
	North Side Div.— Washington and Main Sts. to Smith and Main Sts.	2.36	.....	.....	2.36	.16	2.52

[10] Includes 0.20 mile unused track. [11] Includes 0.06 mile unused track.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

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The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
29	**Poughkeepsie City & Wappingers Falls Electric** (*concluded*):						
	South Side Div.— Main and Market Sts. to city line on Hooker Ave	.91	.....	.....	.91	.04	.95
	South Side Div.— City line on Hooker Ave. to city line on Grand Ave	1.02	.....	.....	1.02	.04	1.06
	South Side Div.— City line on Grand Ave. to city line on Grand Ave	.36	.....	.....	.36	.04	.40
	South Side Div.— City line on Grand Ave. to Main St. and Grand Ave	.05	.....	.....	.05	.....	.05
	Wappingers Falls Div.— Montgomery and Market Sts. to city line	.91	.....	.....	.91	.08	.99
	Wappingers Falls Div.— City line to Wappingers Falls	6.66	.....	.....	6.66	.16	6.82
	Tracks in car-barns, etc., not otherwise allocated	.....	.....	.....	.....	.19	.19
	Total	15.14	1.14	.....	16.28	.96	17.24
30	**Ithaca Street:**						
	L. V. Sta. to Cornell Hts. and Univ. Campus, and Eddy St. to L. V. Sta	4.26	.....	.....	4.26	.65	4.91
	Junction of College and Oak Aves. to L. V. station at East Ithaca	.55	.....	.....	.55	.....	.55
	Junction of Wyckoff and Thurston Aves. to state road on Cayuga Hts	.79	.....	.....	.79	.....	.79
	Junction of State and Tioga Sts. to Renwick Park	1.86	.....	.....	1.86	.....	1.86
	Total	7.46	.....	.....	7.46	.65	8.11
31	**Syracuse & Suburban:**						
	Main line — Syracuse to Edwards Falls	11.45	1.83	.....	13.28	.82	14.10
	City Line — City Line Jct. to Seeley St	.46	.....	.....	.46	.....	.46
	Jamesville branch — Orville Jct. to Jamesville	3.31	.....	.....	3.31	.....	3.31
	Penitentiary branch — Dunlap Jct. to Penitentiary	.65	.....	.....	.65	.....	.65
	S. R. T. Ry.— Trackage rights, Montgomery St. to N. Y. C. depot	.34	.34	.....	.68	.....	.68
	Total	16.21	2.17	.....	18.38	.82	19.20
32	**Geneva & Auburn:**						
	In city of Geneva	3.92	.....	.....	3.92	.14	4.06
	West town line to east town line of Waterloo	6.62	.....	.....	6.62	.65	7.27
	West town line of Seneca Falls to Cayuga Lake Park	5.70	.....	.....	5.70	.60	6.30
	Total	16.24	.....	.....	16.24	1.39	17.63
33	**Westchester Street:**						
	Tarrytown — R.R. crossing (White Plains) to Cortland St., Tarrytown	6.33	.....	.....	6.33	1.04	7.37
	Mt. Calvary Cemetery — Fair grounds to Mt. Calvary Cemetery	1.15	.....	.....	1.15	.....	1.15
	Mamaroneck — Railroad crossing (White Plains) to dock (Mamaroneck)	6.96	.....	.....	6.96	.23	7.19
	Silver Lake — Mamaroneck and Railroad Aves. to Silver Lake casino	1.69	.....	.....	1.69	.09	1.78
	Westchester Ave.— Broadway to town line (White Plains)	.59	.....	.....	.59	.....	.59
	North St.— Westchester Ave. to village line (White Plains)	.53	.....	.....	.53	.....	.53
	Mt. Vernon — R.R. Ave. and Grove St. to (Scarsdale, Eastchester) town line	4.12	.....	.....	4.12	.10	4.22
	Total	21.37	.....	.....	21.37	1.46	22.83
34	**Warren & Jamestown:**						
	Warren, Penna., to Jamestown, N. Y.	20.00	.....	.....	20.00	.25	20.25
	Warren St. Ry. Co.— Warren refinery to car-barns	1.50	.....	.....	1.50	.....	1.50
	Total within and without State of New York	21.50	.....	.....	21.50	.25	21.75
	Total in State of New York	10.00	.....	.....	10.00	.13	10.13
36	**Cohoes:**						
	Rensselaer line — E. ter. Albany and Greenbush bridge through city of Rensselaer	2.66	.81	.....	3.47	.....	3.47
	U. T. Co.— Albany and Greenbush bridge to B'way and Clinton Ave., Albany	.93	.93	.....	1.86	.....	1.86
	Total	3.59	1.74	.....	5.33	.....	5.33
38	**Cortland County Traction:**						
	Main line — Cortland to Preble	10.61	.....	.....	10.61	.89	11.50
	McGraw line — Cortland to McGraw	5.05	.....	.....	5.05	.37	5.42
	D., L. & W. branch — Elm St., Cortland, to D., L. & W. station	.26	.....	.....	.26	.....	.26
	Tracks in car-barns, shops, etc., not otherwise allocated	.....	.....	.....	.....	.22	.22
	Total	15.92	.....	.....	15.92	1.48	17.40
39	**Waverly, Sayre & Athens Traction:**						
	State line on Cayuta Ave., Waverly, to state line on Elmira St	1.34	.....	.....	1.34	.08	1.42
	Broad and Chemung Sts. to Broad and Cayuta, Waverly	1.67	.....	.....	1.67	.....	1.67
	Broad and Pine Sts. to Williams and Chemung, Waverly	1.32	.....	.....	1.32	.....	1.32
	Road outside State of New York	6.02	.....	.....	6.02	.64	6.66
	Sayre Ry. Co.— Road outside State of New York	1.50	.....	.....	1.50	.....	1.50
	Total within and without State of New York	11.85	.....	.....	11.85	.72	12.57
	Total in State of New York	4.33	.....	.....	4.33	.08	4.41
40	**Black River Traction:**						
	Watertown to Dexter	10.00	.....	.....	10.00	.47	10.47
41	**Rochester & Suburban:**						
	Portland Ave. from Bay St. to Norton St	1.29	.92	.....	2.21	.82	3.04
	Norton St. (city line) to Sea Breeze	4.58	3.46	.....	8.04	.25	8.29
	Total	5.87	4.38	.....	10.25	1.07	11.33
42	**Peekskill Lighting & Railroad:**						
	Mohegan line — N. Y. C. & H. R. depot to Lake Mohegan	4.76	.....	.....	4.76	.30	5.07
	State Camp br., Hudson Ave., and above line to State Camp ferry	.79	.....	.....	.79	.01	.80
	Water St. br., (freight), Water St. to ft. depot conn. with State Camp br	.07	.....	.....	.07	.....	.07
	Verplanks line — South St. conn. with main line to Verplanks	4.58	.....	.....	4.58	.12	4.70
	Total	10.20	.....	.....	10.20	.43	10.64
43	**Wallkill Transit:**						
	Goshen line — Franklin Sq., Middletown, to Grand St., Goshen	7.40	.....	.....	7.40	1.25	8.65
	State Hospital line — Franklin Sq., Middletown, to E. gate Hospital grounds	1.93	.....	.....	1.93	.....	1.93
	North St. and Academy Ave.— From north city to south city limits	2.26	.....	.....	2.26	.....	2.26
	Total	11.59	.....	.....	11.59	1.25	12.84

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
44	**Buffalo Southern:**						
	Hamburg division — Buffalo city line, Seneca St. to Hamburg	10.73	.....	.....	10.73	.35	11.08
	Orchard Park division — Orchard Park Jct. to Orchard Park road	3.23	.....	.....	3.23	.11	3.34
	Gardenville division — Buffalo City line, Seneca St., to Lein's Park	5.20	.....	.....	5.20	.33	5.53
	East Seneca div.— Buffalo c. l., Seneca St. to E. Seneca on Buff. and Aurora rd	5.34	.....	.....	5.34	.06	5.40
	Total	24.50	.....	.....	24.50	.85	25.35
45	**Elmira & Seneca Lake Traction:**						
	Horseheads to Watkins	11.08	.....	.....	11.08	.26	11.34
	Elmira Water, Light & R.R. Co.— Horseheads to Elmira	5.04	.....	.....	5.04	.03	5.07
	Total	16.12	.....	.....	16.12	.29	16.41
46	**Syracuse & South Bay Electric:**						
	Syracuse city line to South Bay	9.58	9.58	.....	19.16	1.88	21.04
	Syracuse R. T. Ry.— Syracuse city line to common center	2.60	2.60	.....	5.20	.....	5.20
	Total	12.18	12.18	.....	24.36	1.88	26.24
47	**Corning & Painted Post Street:**						
	Brown's Crossing, town of Corning; Painted Post, town of Erwin; Bridge and Poultney Sts., city of Corning, to D., L. & W. station, city of Corning	5.25	.....	.....	5.25	.50	5.75
48	**Fishkill Electric:**						
	Fountain St., Matteawan, to Fishkill	4.26	.....	.....	4.26	.11	4.37
	Citizens R.R., Lt. & Pr. Co.— Hudson river to Mt. Beacon	2.53	.....	.....	2.53	.40	2.93
	Total	6.79	.....	.....	6.79	.51	7.30
49	**New York & North Shore Traction:**						
	Port Washington to Hicksville	16.19	.....	.....	16.19	.67	16.86
	Roslyn-Manhasset — Roslyn to Manhasset	2.00	.....	.....	2.00	.....	2.00
	Total	18.19	.....	.....	18.19	.67	18.86
50	**Auburn & Northern Electric:**						
	Port Byron — State and Seymour Sts., Auburn, to Port Byron	7.60	.....	.....	7.60	.24	7.84
	City lines — State and Dill to Water and North Sts., Auburn	.14	.....	.....	.14	.08	.22
	City lines — State and Clark to Lehigh Valley R.R., Auburn	.88	.....	.....	.88	.05	.93
	City line — State and Genesee to Washington and Genesee Sts., Auburn	.42	.....	.....	.42	.....	.42
	A. & S. El. R.R.— North and Genesee to North and Water Sts., Auburn	.06	.....	.....	.06	.....	.06
	A. & S. El. R.R.— State and Seymour to Genesee and North Sts., Auburn	.60	.....	.....	.60	.31	.91
	Total	9.70	.....	.....	9.70	.68	10.38
51	**Huntington:**						
	Huntington Harbor to Amityville dock	18.60	.....	.....	18.60	1.24	19.84
52	**Ogdensburg Street:**						
	State St. line — Ford to city limit	1.25	.....	.....	1.25	.....	1.25
	State St. line — City limit to cemetery	.50	.....	.....	.50	.....	.50
	King St. line — New York Ave. to city limit	1.25	.....	.....	1.25	.....	1.25
	New York Ave. line — City limit to State Hospital	5.25	.....	.....	5.25	.50	5.75
	New York Central — New York Ave. and King St. to depot	.50	.....	.....	.50	.....	.50
	Rutland Line — Paterson St. from Ford to depot	.75	.....	.....	.75	.....	.75
	Total	9.50	.....	.....	9.50	.50	10.00
53	**Buffalo & Williamsville Electric:**						
	Main St., Buffalo city line, to Transit road	6.52	.13	.....	6.65	.....	6.65
	East city line to west city line, Batavia	2.37	2.11	.....	4.49	.....	4.49
	Total	8.89	2.24	.....	11.14	.....	11.14
54	**Elmira, Corning & Waverly:**						
	Cor. Broad and Chemung Sts., Waverly, to east limits city of Elmira	15.65	.....	.....	15.65	.45	16.10
55	**Troy & New England:**						
	Troy city line to Averill park	7.99	.....	.....	7.99	1.05	9.04
	In city of Troy	.11	.....	.....	.11	.....	.11
	Total	8.10	.....	.....	8.10	1.05	9.15
56	**Penn Yan, Keuka Park & Branchport:**						
	Penn Yan to Branchport	8.50	.82	.....	9.32	.....	9.32
57	**Hornell Traction:**						
	Hornell and Adsit Sts. and Hart St. and East Ave. / Main St. to Canisteo	9.45	.01	.....	9.46	.47	9.93
58	**Eastern New York:**						
	Ballston Spa to Middle Grove	12.00	.....	.....	12.00	3.00	15.00
59	**Plattsburgh Traction:**						
	Bluff Point to and around city of Plattsburgh	6.56	.....	.....	6.56	1.22	7.78
60	**New Paltz, Highland & Poughkeepsie Traction:**						
	New Paltz and Highland Landing	9.02	.....	.....	9.02	.74	9.76
61	**Rochester & Manitou:**						
	Charlotte to Manitou Beach	7.25	.....	.....	7.25	.61	7.85
62	**Hudson River & Eastern Traction:**						
	Main line N. Y. C. & H. R. depot, to Camp Woods, Ossining	1.84	.....	.....	1.84	.06	[18] 1.90
	Spring St. line—Main St. to Ossining Hospital	.89	.....	.....	.89	.....	.89
	Total	2.73	.....	.....	2.73	.06	2.79
63	**Glen Cove:**						
	Sea Cliff (R.R. station) to Glen Cove (Hempstead Harbor)	3.28	.....	.....	3.28	.17	3.45

[18] Includes 0.03 mile track not operated.

TABLE 207: LOCATION AND LENGTHS OF TRACKS OPERATED, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

The figures given are for the corporation as a whole; except when otherwise specified they are for road entirely within New York state. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Operating corporation and termini of road operated.	Lengths of tracks, in miles.					
		First track.	Second track.	Third to fifth tracks.	Total main tracks.	Other tracks.	All tracks.
64	**John Johnston:**						
	N. Y., W. & C. Tr. Co., Tuckahoe line—No. 3rd Ave. to Depot Pl. and br. across N. Y., N. H. & H.	.03	.....	.....	.03	.....	.03
	N. Y., W. & C. Tr. Co., Tuckahoe line—No. 3rd Ave to bridge to Prospect Ave.	.03	.....	.....	.03	.....	.03
	N. Y., W. & C. Tr. Co., Tuckahoe line—No. 3rd Ave. to Prospect Ave. to Oakland Ave.	.24	.....	.....	.24	.....	.24
	N. Y., W. & C. Tr. Co., Tuckahoe line—Prospect Ave. and Crary Ave, to N. 3rd Ave. to E. Lincoln Ave.	.10	.32	.....	.42	.....	.42
	W. El. R.R. Co., Tuckahoe line—Oakley Ave. to No. 3rd Ave. to Crary Ave.	.06	.....	.....	.06	.....	.06
	W. El. R.R. Co., Tuckahoe line—E. Lincoln Ave. to No. 3rd Ave. to Crary Ave.	.06	.....	.....	.06	.....	.06
	W. El. R.R. Co., Tuckahoe line—E. Lincoln Ave. to Crary Ave. to No. Columbus Ave.	.48	.....	.....	.48	.01	.49
	W. El. R.R. Co., Tuckahoe line—No. Columbus Ave. to E. Lincoln Ave. to White Plains road	.87	.....	.....	.87	.....	.87
	N. Y., W. & C. Tr. Co., Tuckahoe line—White Plains rd. to No. Columbus Ave. to Tuckahoe line	1.09	.....	.....	1.09	.01	1.10
	N. Y., W. & C. Tr. Co., Tuckahoe line—White Plains rd. to Tuckahoe line to Waverly Sq., Tuckahoe	.41	.....	.....	.41	.....	.41
	N. Y., W. & C. Tr. Co., Pelham line—E. Lincoln Ave. to No. Columbus Ave. to Hutchinson river	.75	.....	.....	.75	.....	.75
	W. El. R.R. Co.—4th St., village of No. Pelham, to Hutchinson river to 8th Ave.	.34	.....	.....	.34	.....	.34
	Total	4.46	.32	.....	4.78	.02	4.80
65	**Electric City:**						
	City of Niagara Falls	[19] 3.59	[7] .83	.....	[19] 4.42	.07	[19] 4.49
66	**Newark & Marion:** [20]						
	Newark terminal to Marion	8.19	.....	.....	8.19	.81	9.00
	Northern Central Ry.—Newark station to new terminal	1.00	.....	.....	1.00	.....	1.00
	Total	[20] 9.19	.....	.....	[20] 9.19	[20] .81	[20] 10.00
67	**Buffalo & Depew:**						
	Genesee St. (city line, Buffalo) to Depew	6.69	6.69	.....	13.38	.21	13.59
68	**Nassau County:**						
	Sea Cliff (Long Island R.R. station) to Prospect Ave., Sea Cliff	1.55	.....	.....	1.55	.05	1.60
69	**St. Lawrence International Electric R.R. & Land:**						
	Alexandria Bay to Redwood	7.50	.....	.....	7.50	.25	7.75
70	**Putnam & Westchester Traction:**						
	Main and Division Sts., Peekskill, to or near Oregon	4.13	.....	.....	4.13	.13	4.27
71	**Northport Traction:**						
	Northport (east station) to Northport Harbor	2.69	.....	.....	2.69	.05	2.74
72	**Paul Smith's Electric Light & Power & R.R.:**						
	Lake Clear Jct. to Paul Smith's	7.00	.....	.....	7.00	.....	7.00
74	**Adirondack Lakes' Traction:**						
	Gloversville to Mountain Lake	4.35	.....	.....	4.35	.27	4.62
76	**Port Jervis Traction:**						
	Sparrowbush to Tri-States (Port Jervis)	1.28	.....	.....	1.28	.07	1.35
77	**Catskill Traction:**						
	Catskill Point to Leeds	5.30	.....	.....	5.30	.20	5.50
78	**Hoosick Falls:**						
	Church St., Hoosick Falls, to County road at state line	7.25	.....	.....	7.25	.37	7.62
80	**Shore Line Electric:**						
	Mamaroneck Ave. and Boston Post road, Mamaroneck, to village of Larchmont	1.46	.....	.....	1.46	.....	1.46
	Total mileage reported [21]	2,079.86	706.50	22.30	2,808.64	151.75	2,960.37
	Reported mileage within State of New York	1,973.81	686.17	22.30	2,682.26	145.61	2,827.85
	Trackage rights and other duplications	111.02	85.52	17.37	213.91	1.38	215.29
	Total electric road mileage in State of New York [22]	1,862.79	600.65	4.93	2,468.35	144.23	2,612.56

The following corporations did not operate any electric railroad mileage as of the close of the year:

35. Albany and Hudson Railroad Co.
37. Tarrytown, White Plains and Mamaroneck Railway Co.
73. Hornellsville and Canisteo Railway Co.
75. Hornellsville Electric Railway Co.
79. Catskill Electric Railway Co.

[7] Not operated. [19] Includes 0.60 mile track not operated. [20] Construction of this railroad not yet completed; for convenience, contractors operate temporarily by steam motive power in the name of the railway company. [21] These totals include 2.72 miles of first track, 1.74 miles of second track, 0.12 mile of other track, and 0.29 mile of track whose class is not specified, which were reported as not operated on June 30, 1910. They also include the 10 miles of track of the Newark & Marion Ry. Co. (*q. v.*) which were temporarily operated by steam during the year ended June 30, 1910. [22] Excluding mileage of road under jurisdiction of Public Service Commission for the First District.

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.												Car motors.					Car trucks.			
		Number each type.		Seats.					Number with vestibules.												
	Class.	Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.	Motor or non-motor.	Kind of brakes.	Prepayment type.	Fully inclosed.	Front and one side.	Front only.	Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
1. International:																					
Double truck box	A	88	88	Side	40	3,520	Motor	Hd. & el.	..	..	..	88	A	GE–57–2 dbl. eqpt.	416	50	K–11–B–29	A	Int. max. tn	D	6
Double truck box	A	1	1	Side	34	34	Motor	Hand	..	..	..	1	A	GE–1000 dbl. eqpt.	66	35	K–2, K–10	A	Brill 27	D	324
Double truck convertible	A	15	15	S. & C.	48	720	Motor	Air	..	..	..	15	A	GE–800 dbl. eqpt.	52	30	K, K–2	A	Bemis	D	8
Double truck interurban	A	42	42	Cross	40	1,680	Motor	Air	..	42	..	..	A	GE–67 dbl. eqpt.	2	40	K–10	A	Brill max. tn	D	208
Double truck box	A	50	50	Side	40	2,000	Motor	Air	..	..	..	50	A	GE–1000 quad. eqpt.	92	35	K-6, K-14, B-8	A	Brill ell. spring	D	16
Double truck box	A	50	50	Side	34	1,700	Motor	Air	..	..	..	50	A	E–67 quad. eqpt.	244	40	K–6	A	Brill int. lt	D	100
Double truck interurban	A–D	35	35	Cross	48	1,680	Motor	Air	..	35	..	..	A	GE–57 quad. eqpt.	32	50	B–8	D	Brill int. hy	D	60
Double truck P. A. Y. E	A	3	3	S & C	44	132	Motor	Air	3	..	..	..	D	GE–57 quad. eqpt.	88	50	K–14	D	Brill	D	400
Double truck P. A. Y. E	A–D	150	150	S & C	40	6,000	Motor	Air	150	..	..	..	D	GE–74 quad. eqpt.	52	65	M. V	A	Brill 21	S	50
Double truck P. A. Y. E	B–D	50	50	S & C	40	2,000	Motor	Air	50	..	..	..	A	GE–74 quad. eqpt.	52	65	M. V	A	Brill	S	51
2 funeral and 1 parlor	A	3	3	S & C	36	108	Motor	Air	..	3	..	..	D	GE–80 quad. eqpt.	800	40	K–28–E	A	Browning ped	S	55
9 and 11 bench, open	A	6	6	Cross	45–55	300	Motor	Hand	..	..	..	..	A	GE–57, various	95	Various	K–14, B–29	A	Buffalo ped	S	59
14 bench open	A	28	28	Cross	84	2,352	Motor	Air	..	..	..	10	A	GE–55 quad. eqpt.	8	160	K–24	A	Brill 27	D	32
14 bench open trailers	A	8	8	Cross	84	672	N–mot.	Air con	..	..	..	..	A	GE–800 dbl. eqpt.	56	30	K–2, K–10	A	Sheffield	S	39
13 bench open trailers	A	32	32	Cross	78	2,496	Motor	Air	..	..	..	..	A	GE–1000, various	16	Various	K–10, B–29	A	Buffalo	S	5
21-ft. single truck box	A	38	25	Side	28	1,064	Motor	Hand	3	..	13	22	A	GE–67, various	6	Various	K–6	A	Peckham	S	3
23-ft. single truck box	A	18	18	Side	32	576	Motor	Air & hd	2	..	..	16	A	GE–1200 dbl. eqpt.	6	50	K–10	A	Bemis-Brill	S	16
8 and 10 bench s. t. open	A	11	8	Cross	40–50	495	Motor	Hand	..	..	..	..						A	Baldwin	D	4
23-ft. box trailers	A	34	10	Side	32	1,088	N–mot.	Air con	..	..	..	..						A	M. C. B. freight	D	22
9 bench open trailers	A	55	20	Cross	45	2,475	N–mot.	Air con	..	..	..	..									
Total passenger cars		717	642			31,092															
Double truck freight	A	2	2				Motor	Air	..	..	..	..									
Electric locomotive	A	2	2				Motor	Air	..	..	..	..									
Snow-plow, double truck	A	2	2				Motor	Air	..	..	..	..									
Rotary plow, single truck	A	7	7				Motor	El. & hd	..	..	..	..									
Shear plow, single truck	A	41	41				Motor	El. & hd	..	..	..	..									
Snow sweepers, single tr	A	2	2				Motor	Hand	..	..	..	..									
Flats, double truck	A	9	9				Motor	Air	..	..	..	..									
Flats, single truck	A	9	9				N–mot		..	..	..	..									
Flats, single truck	A	1	1				Motor	Hand	..	..	..	..									
Side and center dump	A	39	39				N–mot	Hand	..	..	..	..									
Miscellaneous	A	4	...				Motor	Hand	..	..	..	..									
Misc. service cars	A	22	22				Motor		..	..	..	..									
Double truck freight	A	11	11				N–mot	Air con	..	..	..	..									
2. New York State Railways:																					
Open	A	19	...	Cross	60	1,140	Motor	Hand	..	..	..	19	A	GE–54 quad. eqpt.	628	25	S. P., K–12	A	Barney & Smith	D	17
Closed, single truck	A	39	3	Side	22	858	Motor	Hand	..	1	..	38	B	GE–54 quad. eqpt.	12	25	S. P., K–12	A	Brill	D	158
Closed, double truck	A	43	43	Side	35	1,505	Motor	42 H., 1 A.	..	..	..	..	A	GE–57 dbl. eqpt.	18	50	S. P	A	Taylor	D	56
Semi-convertible	A	95	95	S & C	38	3,610	Motor		..	..	..	..	A	GE–57 quad. eqpt.	4	50	S. P	A	Brill	D	19
Closed passenger	A	12	12	S & C	42	504	Motor	Hand	..	..	..	..	A	GE–67 dbl. eqpt.	130	38	K–10, K–12	A	Peckham	D	55
Closed passenger	A–21 B–5	26	26	S & C	54	1,404	Motor	16 H., 10 A.	..	..	..	..	A	GE–67 quad. eqpt.	68	38	K–10, K–12	A	Peckham	S	41
													B	GE–67 quad. eqpt.	8	38	K–10, K–12	A	Taylor	S	14
Semi-convertible	A	2	2	S & C	38	76	Motor	Air	..	..	..	..	A	GE–73 quad. eqpt.	40	75	M. U	A	Old M. C. B. tr	D	17
Closed passenger	A	23	23	S & C	43	989	Motor	15 H., 8 A.	..	..	..	..	A	GE–74 quad. eqpt.	28	65	M. U	A	McGuire	S	9
Closed passenger	A	30	30	S & C	38	1,140	Motor	23 H., 7 A.	..	..	..	..	A	GE–80 dbl. eqpt.	2	40	S. P	A	Dupont	S	4
Semi-convertible	A	40	40	S & C	50	2,000	Motor	Air	..	..	..	..	A	GE–80 quad. eqpt.	172	40	K–28	A	Bemis	S	1
Semi-convertible	A	25	25	S & C	42	1,050	Motor	Air	..	..	..	..	A	GE–90 dbl. eqpt.	2	50		A	VanDorn & Dutton	S	3
Closed passenger	A	1	1	S & C	41	41	Motor	Air	..	..	..	..	A	GE–90 quad. eqpt.	8	50	S. P., K–6	A	Brill	S	3
Combination pass. and ex	A–8 B–2	10	10	S & C	42	420	Motor	Air	..	..	..	..	A	GE–202 quad. eqpt.	12	50	S. P., K–35	B	Peckham	D	2
													A	GE–204 quad. eqpt.	16	75	S. P., K–34–B	B	Taylor	D	15
Closed passenger	A	8	8	S & C	43	344	Motor	Air	..	..	..	..	A	GE–219 quad eqpt.	100	50	S. P., K–35–G	B	Brill	D	1
Closed passenger	A	4	4	S & C	52	208	Motor	Air	..	..	..	..	A	GE–800 dbl. eqpt.	6	25		B	Brill	D	1
Closed passenger	A	6	6	S & C	48	288	Motor	Air	..	..	..	..	A	GE–1000 dbl. eqpt.	56	30	S. P	B	Peckham	S	32
Combination pass. and ex	A	8	8	S & C	50	400	Motor	Air	..	..	..	..	A	GE–1000 quad. eqpt.	72	30	S. P., K–12	A	Brill	D	9
Closed passenger	A	1	1	S & C	43	43	Motor	Air	..	..	..	..	B	GE–1000 quad. eqpt.	4	30	S. P., K–12	A	Brill	D	2
													A	Wh–49 dbl. eqpt.	22	30	S. P., K	A	Allison	S	1
Total passenger cars		392	337			16,020							A	GE–800 (derrick)	1			A	Am. Loco	D	1

Box freight	A	4	4	.....	.....	.....	Motor..	Air.....	..	..	..	..						A	Brill.....	D	2
Box freight	A	4	4	.....	.....	.....	Motor..	Air.....	..	..	..	..						A	Brill.....	D	24
Work	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..						A	Standard tr.....	D	1
Wire	A	1	1	.....	.....	.....	Motor..	Air.....	..	..	..	..									
Work	A	1	1	.....	.....	.....	Motor..	Air.....	..	..	..	..									
Freight	A	1	1	.....	.....	.....	N-mot.	Aut. air...	..	..	..	..									
Freight	A	3	3	.....	.....	.....	N-mot.	Air.....	..	..	..	..									
Work	A	2	2	.....	.....	.....	Motor..	Air.....	..	..	..	..									
3. United Traction:																					
Stand. d. t. compartment	A	11	11	S & C....	40	440	Motor..	Air & hd...	..	11	..	..	A	Wh 12-A quad. eqpt.	192	30	S. P.....	A	Taylor double.....	D	11
Stand. d. t., 600 type	A	15	15	Side.....	40	600	Motor..	Air & hd...	..	15	..	..	A	Wh 12-A dbl. eqpt..	425	30	S. P.....	A	Brill double.....	D	40
Stand. d. t., 700 type, pneu. drs	A	25	25	Side.....	40	1,000	Motor..	Air & hd...	..	25	..	..	A	Wh 68-C dbl. eqpt..	72	40	S. P.....	A	Taylor single.....	S	321
Stand. s. t., 400 type	A	58	58	Side.....	24	1,392	Motor..	Hand.....	..	58	..	..	A	Wh 101-B dbl. eqpt.	8	40	S. P.....	A	Brill single.....	S	4
Stand. s. t	A	71	71	Side.....	22	1,562	Motor..	Hand.....	..	71	..	..	A	GE-80, quad. eqpt...	12	40	M. U., S. P...	A	Dupont single.....	S	1
Stand. s. t	A	58	58	Side.....	20	1,160	Motor..	Hand.....	..	58	..	..	A	GE-80, dbl. eqpt....	96	40	S. P.....				
Open s. t	A	96	96	Cross....	45	4,320	Motor..	Hand.....	..	..	..	..									
Open s. t	A	59	59	Cross....	40	2,360	Motor..	Hand.....	..	..	..	..									
Total passenger cars		393	393			12,834															
Express, s. t	A	7	7	.....	.....	.....	Motor..	Hand.....	..	7	..	..									
Snow-plows, nose, s. t	A	15	15	.....	.....	.....	Motor..	Hand.....	..	15	..	..									
Sand, s. t	A	8	8	.....	.....	.....	Motor..	Hand.....	..	8	..	..									
Sweepers, s. t	A	9	9	.....	.....	.....	Motor..	Hand.....	..	9	..	..									
Sprinklers, s. t	A	3	3	.....	.....	.....	Motor..	Hand.....	..	..	..	..									
Flat, s. t	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..									
4. Syracuse Rapid Transit:																					
Box	A	30	25	Cross....	27	810	Motor..	Hand.....	..	..	30	..	A	GE-800.....	140	25	K-1, K-2.....	A	21-C.....	S	45
Box	A	30	24	Side.....	24	720	Motor..	Hand.....	..	..	30	..	A	GE-1000.....	82	35	K-7,K-12,K-25	A	21-E.....	S	16
10 bench open	A	10	10	Cross....	50	500	Motor..	Hand.....	..	..	..	..	A	GE-67.....	84	40	K-28.....	A	Diamond 5.....	S	25
Box	A	7	6	Cross....	42	294	Motor..	Air & hd...	..	7	..	..	A	GE-54.....	28	25	K-16, K-12...	A	Diamond 10.....	S	6
15 bench open	A	2	2	Cross....	75	150	Motor..	Air & hd...	..	..	..	..	A	Wh 101-B.....	176	40	K-28.....	A	McGuire.....	S	5
10 bench open	A	6	6	Cross....	50	300	Motor..	Hand.....	..	..	..	..	A	Wh 93-A.....	4	60	K-11.....	A	Peckham.....	S	6
10 bench open	A	8	8	Cross....	50	400	Motor..	Hand.....	..	..	..	..						A	13-A.....	S	9
10 bench open	A	5	5	Cross....	50	250	Motor..	Hand.....	..	..	..	..						A	9-A.....	S	18
Box	A	7	6	Cross....	42	294	Motor..	Air & hd...	..	7	..	..						A	St. Louis.....	D	12
Semi-convertible	A	5	4	Cross....	38	190	Motor..	Air & hd...	..	5	..	..						A	27-G.....	D	90
Semi-convertible	A	7	6	Cross....	38	266	Motor..	Air & hd...	..	7	..	..						A	27-F.....	D	56
Semi-convertible	A	18	17	Cross....	38	684	Motor..	Air & hd...	..	18	..	..						A	22-E.....	D	2
Full convertible	A	10	10	Cross....	65	650	Motor..	Air & hd...	..	10	..	..						A	Bemis.....	S	5
Full convertible	A	10	9	Cross....	65	650	Motor..	Air & hd...	..	10	..	..						A	Brill sweeper.....	S	1
Semi-convertible	A	15	14	Cross....	38	570	Motor..	Air & hd...	..	15	..	..						A	McGuire.....	S	2
10 bench open	A	9	8	Cross....	50	450	Motor..	Hand.....	..	..	..	..						A	Smith & Wallace....	D	2
Parlor	A	1	...	Chairs...	22	22	Motor..	Hand.....	..	..	1	..						A	VanDorn & Dutton..	S	4
Total passenger cars		180	160			7,200															
Express	A	1	1	.....	.....	.....	Motor..	Hand.....	..	1	..	..									
Sweepers	A	3	...	.....	.....	.....	Motor..	Hand.....	..	3	..	..									
Work, flat	A	3	3	.....	.....	.....	N-mot.	Air & hd...	..	..	..	..									
Work, flat	A	4	4	.....	.....	.....	N-mot.	Air & hd...	..	..	..	..									
Work	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	2	..	..									
Snow-plow, nose	A	4	...	.....	.....	.....	Motor..	Air & hd...	..	4	..	..									
Snow-plow, shear	A	7	...	.....	.....	.....	Motor..	Air & hd...	..	7	..	..									
Instruction	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
5. Utica & Mohawk Valley:																					
Semi-convertible	A	14	13	Cross....	48	672	Motor..	Air & hd...	..	14	..	..	A	Wh 68.....	143	40	K-6, K-10....	A	27-E-3.....	D	2
Semi-convertible	A	29	27	Cross....	40	1,160	Motor..	Air & hd...	..	29	..	..	A	Wh 93-A.....	68	50	K-14.....	A	27.....	D	34
Convertible	A	9	9	S & C....	44	396	Motor..	Air & hd...	..	9	..	..	A	Wh 101-B.....	24	40	K-6, K-10...	A	27-F.....	D	118
14 bench open	A	21	21	Cross....	70	1,470	Motor..	Air & hd...	..	..	21	..	A	Wh 49.....	26	40	K-10.....	A	Peckham.....	S	19
Closed	A	8	7	Side.....	31	248	Motor..	Hand.....	..	8	..	..	A	Wh 85.....	4	75	Unit switch...	A	Taylor.....	S	12
Closed	A	8	7	Side.....	29	232	Motor..	Hand.....	..	8	..	..	A	GE-80.....	88	40	K-6.....	A	Dupont.....	S	27
Closed	A	6	5	Side.....	27	162	Motor..	Hand.....	..	6	..	..	A	GE-800.....	74	25	K-10.....	A	Diamond.....	S	3
Closed	A	9	8	Side.....	24	216	Motor..	Hand.....	..	8	..	1	A	GE-52.....	6	25	K-10.....	A	21-E.....	S	2
Closed	A	10	10	Side.....	21	210	Motor..	Hand.....	..	9	..	1	A	GE-58.....	2	25	K-10.....	A	Bemis.....	S	1
11 bench open	A	2	2	Cross....	44	88	Motor..	Hand.....	..	..	..	..							Peckham.....	S-D	7
10 bench open	A	19	19	Cross....	40	760	Motor..	Hand.....	..	..	..	..							Bemis.....	S-D	8
Total passenger cars		135	128			5,614													Brill.....	S	1
Closed express	A	1	1	.....	.....	.....	Motor..	Air & hd...	..	1	..	..							Smith & Wallace....	S	1
Closed express	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	2	..	..							Lewis & Fowler.....	S	1
Closed express	A	1	1	.....	.....	.....	Motor..	Hand.....	..	1	..	..							U. & M. V. Ry.....	S	5
Rotary plow	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..							M. C. B.....	D	8
Rotary plow	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	..	..	..									
Shear plow	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	..	..	..									
Shear plow	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	..	..	..									
Nose plow	A	1	1	.....	.....	.....	Motor..	Air & hd...	..	..	..	..									
Sweeper	A	3	3	.....	.....	.....	Motor..	Air & hd...	..	..	..	..									
Sweeper	A	1	1	.....	.....	.....	N-mot.	Hand.....	..	..	..	..									
Sand	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..									
Nose plow	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..									
Work, flat	A	5	5	.....	.....	.....	N-mot.	Hand.....	..	..	..	..									
Work, flat	A	4	4	.....	.....	.....	N-mot.	Hand.....	..	..	..	..									
Trailer	A	1	1	.....	.....	.....	N-mot.	Hand.....	..	..	..	..									

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.												Car motors.				Car trucks.			
		Number each type.		Seats.					Number with vestibules.											
	Class.	Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.	Motor or non-motor.	Kind of brakes.	Prepayment type.	Fully inclosed.	Front and one side.	Front only.	Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
6. Schenectady:																				
Single truck, closed	A	2	2	Side	22	44	Motor	Hand	..	2	..	..		GE–52, quad. eqpt	4	25	S. P.		B–21–E	S	69
Single truck, closed	A	4	4	Side	24	96	Motor	Hand	..	4	..	..		GE–52, dbl. eqpt	2	25	S. P.			S	2
Single truck, closed	A	20	16	Side	26	520	Motor	Hand	..	20	..	..		GE–52, single eqpt	2	25	S. P.			S	2
Single truck, closed	A	8	7	Side	26	208	Motor	Hand	..	8	..	..		GE–57, quad. eqpt	84	50	S. P.			S	2
Single truck, closed	A	6	6	Side	26	156	Motor	Hand	..	6	..	..		GE–57, dbl. eqpt	12	50	S. P.			S	8
Single truck, open	A	6	5	Cross	40	240	Motor	Hand	..	..	..	..		GE–58, dbl. eqpt	2	40	S. P.		27–G	D	24
Single truck, open	A	26	26	Cross	45	1,170	Motor	Hand	..	..	..	..		GE–60, sin. eqpt	2	25	S. P.		B–27–E–1	D	74
Double truck, open	A	11	10	Cross	65	715	Motor	Air & hd	..	..	..	..	A	GE–66, quad. eqpt	24	125	S. P.	A	B–27–E–2	D	32
Double truck, closed	A	1	1	Side	42	42	Motor	Air & hd	..	1	..	..	A	GE–67, quad. eqpt	32	40	S. P.	A	B–27–E–2, special	D	6
Double truck parlor, closed	A	12	12	C chair	40	480	Motor	Air & hd	..	12	..	..	A	GE–67, dbl. eqpt	116	40	S. P.	A		D	6
Double truck, closed	A	6	6	Cross	40	240	Motor	Air & hd	..	6	..	..	A	GE–73, quad. eqpt	64	75	S. P.	A		D	22
Double truck, closed	A	6	6	Cross	40	240	Motor	Air & hd	..	6	..	..	A	GE–74, quad. eqpt	80	65	S. P.	A		D	6
Double truck, closed	A	6	4	Cross	52	312	Motor	Air & hd	..	6	..	..	A	GE–74, sin. eqpt	2	65	S. P.	A		S	3
Double truck, closed	A	4	4	Cross	3–52 1–50	156 50	Motor	Air & hd	..	4	..	..	A	GE–80, quad. eqpt	16	40		A	Schtdy. Ry. Co	S	5
													A	GE–80, dbl. eqpt	32	40	S. P.	A	Brill 7	S	1
Double truck, closed	A	6	5	Cross	4–56 2–52	224 104	Motor	Air & hd	..	6	..	..	A	GE–87, quad. eqpt	28	60	S. P.	A		S	25
Double truck, closed	A	6	5	Cross	54	324	Motor	Air & hd	..	6	..	..						A	P–376	D	12
Double truck, closed	A	12	11	Cross	42	504	Motor	Air & hd	..	12	..	..									
Total passenger cars		142	130			5,825															
Double truck, express	A	5	5				Motor	Air & hd	..	5	..	..									
Single truck, snow-sweepers	A	3					Motor	Hand	..	3	..	..									
Single truck, snow-sweepers	A	1					Motor	Hand	..	1	..	..									
Single truck, snow-plows	A	3					Motor	Hand	..	3	..	..									
Double truck, snow-plows	A	1					Motor	Hand	..	1	..	..									
Double truck, wire	A	1	1				Motor	Hand	..	1	..	..									
Double truck, rotary snow-plow	A	3					Motor	Hand	..	3	..	..									
Single truck, sand	A	2					Motor	Hand	..	2	..	..									
Single truck, sprinkler	A	1	1				Motor	Hand	..	..	..	..									
Double truck, flats	A	6	3				Motor	Air & hd	..	6	..	..									
Double truck, crane	A	1	1				Motor	Air & hd	..	1	..	..									
Double truck, wire	A	1	1				Motor	Air & hd	..	1	..	..									
Double truck, flat trailer	A	8	5				N–mot	Hand	..	..	..	..									
Single truck, dump	A	25	12				N–mot	Hand	..	..	..	..									
7. Crosstown Street of Buffalo:																					
Double end, double truck	A	5	5	Side	36	180	Motor	Air	..	..	5	..	A	GE–57, dbl. eqpt	10	50	K–10	A	Eureka, max tn	D	10
Double end, double truck	A	65	65	Side	32	2,080	Motor	Hand	..	..	..	65	A	GE–1000, dbl. eqpt	130	35	K–10	A	Eureka, max tn	D	130
Spliced double end	A	2	2	Side	40	80	Motor	El. & hd	..	..	..	2	A	GE–57, dbl. eqpt	4	50	B–29	A	Brill 27	D	4
Single truck	A	98	98	Side	28	2,744	Motor	Hand	..	..	22	76	A	GE–800, dbl. eqpt	164	30	K–2, K–10, K	A	Buffalo	S	128
9 bench open	A	30	30	Cross	45	1,350	Motor	Hand	..	..	..	..	A	GE–1000, dbl. eqpt	92	35	K, K–2, K–10				
Total passenger cars		200	200			6,434															
9. Hudson Valley:																					
Double truck, combination	A	3	3	Cross	50	150	Motor	Air & hd	..	3	..	..	A	GE–87, quad. eqpt	48	60	M. U	A	Am. Loc. Co. dbl	D	12
Com. smoker stand., double truck	A	8	8	Cross	44	352	Motor	Air & hd	..	8	..	..	A	GE–57, dbl. eqpt	2	50	S. P.	A	Baldwin 167 dbl	D	4
Double truck, com. standard	A	9	9	C & S	38	342	Motor	Air & hd	..	8	..	..	A	GE–1000, dbl. eqpt	16	30	S. P.	A	Taylor double	D	67
Double truck, com. standard	A	6	6	S & C	34	204	Motor	Hand	..	6	..	..	A	West. 93-A,quad.eqpt	12	60	M. U	A	Pullman double	D	1
Single truck, standard	A	1	1	Side	24	24	Motor	Hand	..	1	..	..	A	West. 56, quad.& dbl.	120	50	S. P.	A	Pullman dbl. trailer	D	7
Single truck, standard	A	2	2	Cross	24	48	Motor	Hand	..	2	..	..	A	West. 49, quad.& dbl.	50	35	S. P.	A	Taylor single	S	29
Single truck, standard	A	9	9	Side	24	216	Motor	Hand	..	9	..	..	A	West.12A,quad.& dbl	38	25	S. P.	A	Peckham single	S	1
Single truck, standard	A	1	1	Side	20	20	Motor	Hand	..	1	..	..	A	West.38B,quad.& dbl	8	40	S. P.	A	Gilbert single	S	1
Double truck, 15 bench open	A	26	26	Cross	75	1,950	Motor	Air & hd	..	..	..	..						A	Peckham double	D	2
Double truck, 15 bench open trailer	A	7	7	Cross	65	455	N–mot	Hand	..	..	..	..									
Double truck, 14 bench open	A	8	8	Cross	70	560	Motor	Hand	..	..	..	..									
Double truck, 13 bench open	A	5	5	Cross	65	325	Motor	Hand	..	..	..	..									
Single truck, 9 bench open	A	7	7	Cross	45	315	Motor	Hand	..	..	..	..									
Total passenger cars		92	92			4,961															

Double truck, express	A	7	7	.....	.....	.....	Motor..	Air & hd...	..	7	..	..													
Single truck, supply	A	1	1	.....	.....	.....	Motor..	Hand.....	..	1	..	..													
Rotary snow-plow, s. t.	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..													
Snow-plow, single truck	A	5	5	.....	.....	.....	Motor..	Hand.....	..	5	..	..													
Snow-plow, double truck	A	1	1	.....	.....	.....	Motor..	Air & hd...	..	..	..	..													
Cinder, double truck	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..													
Snow, double truck	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..													
Line	A	2	2	.....	.....	.....	Motor..	Hand.....	..	2	..	..													
Sand	A	2	2	.....	.....	.....	Motor..	Hand.....	..	2	..	..													
Freight	A	3	3	.....	.....	.....	N-mot.	Hand.....	..	..	..	..													
Flat	A	3	3	.....	.....	.....	N-mot.	Hand.....	..	..	..	..													
Locomotive	A	2	2	.....	.....	.....	Motor..	Air & hd...	..	..	..	..													
Line	B	2	2	.....	.....	.....	Motor..	Hand.....	..	2	..	..													
10. Yonkers:																									
Closed	A	15	...	Side	44	660	Motor..	Air & gr....	..	15	..	..	A	GE-210	30	65	.....	A	St. Louis 47 M.C.B..	D	15				
Closed	A	6	...	Side	32	192	Motor..	A. staff.....	..	6	..	..	A	Wh-58	4	40	S. P.	A	Peckham 7-B	S	2				
Open	B	21	21	Cross	65	1,365	Motor..	Air & gr....	..	..	..	..	A	GE-1000	8	35	S. P.	A	Peckham T-990	S	2				
Open	B	30	30	Cross	55	1,650	Motor..	Air & gr....	..	..	..	..	A	GE-57	2	50	S. P., K-11	A	Peckham 9-A	S	2				
Closed	B	16	...	Side	40	640	Motor..	Air & gr....	..	16	..	..	A	Wh-68	4	40	S. P.	A	Brill 21-E	S	1				
Semi-convertible	B	25	25	S & C	40	1,000	Motor..	Air & gr....	..	25	..	..	A	GE-800	2	25	S. P.	A	Brill pedestal	S	2				
P. A. Y. E.	B	20	...	Side	40	800	Motor..	Air & gr....	20	..	..	..	B	Bullock R-75	2	75	S. P.	B	Br. Eureka, max tn..	D	92				
													B	GE-57	102	50	S. P., K-11	B	Brill 39-E	D	20				
Total passenger cars		133	76			6,307							B	Wh-56	80	50	S. P., K-11	B	McGuire	S	3				
Steel tank sprinkler	A	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	GE-210	40	65	S. P., K-27	B	Peckham	S	2				
Sweeper	A	2	...	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	Wh-68	6	40	S. P., K-11	B	Diamond 10	S	1				
Sweeper	B	3	...	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	GE-800	3	25	S. P.								
Work	B	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	Wh-68	2	40	S. P., K-11								
Work	B	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	GE-800	2	25	S. P., K-11								
Closed wrecking	B	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..	B	GE-1000	2	35	S. P., K-11								
11. Fonda, Johnstown & Gloversville:																									
Standard box, steel floor	A	8	5	Cross	56	448	Motor..	Air.....	..	8	..	..	A	GE 73, quad. eqpt...	52	75	M. U.	A	Taylor	D	16				
Standard box	A	4	3	Cross	58	232	Motor..	Air.....	..	4	..	..	A	GE-57, quad. eqpt...	44	50	S. P.	A	Taylor	D	6				
Standard box	A	6	4	Cross	52	312	Motor..	Air.....	..	6	..	..	A	GE-57, dbl. eqpt....	4	50	S. P.	A	St. Louis	D	24				
Standard box, combination	A	2	1	Cross	36	72	Motor..	Air.....	..	2	..	..	A	GE-67, quad. eqpt..	16	40	S. P.	A	Taylor	D	16				
Standard box	A	4	3	S & C	41	164	Motor..	Air.....	..	4	..	..	A	GE 67, dbl. eqpt....	24	40	S. P.	A	Brill	D	4				
Standard box	A	5	...	Side	28	140	Motor..	Electric....	..	5	..	..	A	GE-88, quad. eqpt...	8	40	S. P.	A	Taylor	D	4				
Standard box	A	2	...	Side	24	48	Motor..	Hand.....	..	2	..	..	A	GE-1200, dbl. eqpt..	8	50	S. P.	A	Taylor	S	14				
Standard box	A	2	...	Side	28	56	Motor..	Electric....	..	2	..	..	A	Wh-3, dbl. eqpt:....	6	25	S. P.	A	McGuire	S	6				
Standard box	A	4	2	Side	28	112	Motor..	Hand.....	..	4	..	..	A	Wh 38-B, dbl. eqpt..	2	45	S. P.								
Standard box	A	6	...	Side	25	150	Motor..	Hand.....	..	6	..	..	A	Wh-49-B, dbl. eqpt..	8	35	S. P.								
Standard open 13 bench	A	2	2	Side	65	130	Motor..	Hand.....	..	..	..	..	A	Wh-56, quad. eqpt..	8	55	S. P.								
Standard open 15 bench	A	4	4	Side	90	360	Motor..	Air.....	..	..	..	..													
Standard open 10 bench	A	9	7	Side	50	450	Motor..	Electric....	..	..	..	..													
Total passenger cars		58	31			2,674																			
Standard line	A	1	1	.....	.....	.....	Motor..	Air.....	..	1	..	..													
Standard box baggage	A	2	2	.....	.....	.....	Motor..	Air.....	..	2	..	..													
Standard box	A	2	...	.....	.....	.....	Motor..	Air.....	..	2	..	..													
Nose plow	A	1	...	.....	.....	.....	Motor..	A, hd & el..	..	1	..	..													
Side plows	A	2	...	.....	.....	.....	Motor..	Air.....	..	2	..	..													
Sweepers	A	2	...	.....	.....	.....	Motor..	Hand.....	..	2	..	..													
Nose plow	A	1	...	.....	.....	.....	Motor..	Hd & el....	..	1	..	..													
12. Rochester, Syracuse & Eastern:																									
Closed	A	3	3	Cross	48	144	Motor..	Air & hd...	..	3	..	..	A	Wh-121, quad. eqpt..	12	90	S. P.	A	Brill M.C.B.	D	24				
Combination	A	2	2	Cross	48	96	Motor..	Air & hd...	..	2	..	..	A	Wh-119, quad. eqpt..	88	125	M. U.	A	Baldwin	D	30				
Closed	A	5	5	Cross	58	290	Motor..	Air & hd...	..	20	..	..	A	Wh-119, quad. eqpt..	8	125	M. U.	A	St. Louis M.C.B.	D	2				
Closed	A	2	2	.....	.....	.....	.....	.....	..	..	..	..	A	Wh-119, quad. eqpt..	4	125	M. U.	A	Russell	D	6				
Closed	A	2	2	.....	.....	.....	.....	.....	..	..	..	..	A	Wh 119, quad. eqpt..	12	125	S. P.	A	Peckham Rotary	D	2				
Closed	A	2	2	.....	.....	.....	.....	.....	..	..	..	..	A	Wh-101-B,quad. eqpt	4	40	S. P.	A	Service	D	10				
Closed	A	9	9	.....	.....	.....	.....	.....	..	..	..	..	A	Wh-121, dbl. eqpt...	2	90	S. P.								
Total passenger cars		25	25			530							A	Wh 119, dbl. eqpt...	2	125	S. P.								
Express	A	2	2	.....	.....	.....	.....	.....	..	..	..	..													
Work	A	1	1	.....	.....	.....	.....	.....	..	..	..	..													
Russell snow-plow	A	3	3	.....	.....	.....	.....	.....	..	..	..	..													
Rotary snow-plow	A	1	1	.....	.....	.....	.....	.....	..	..	..	..													
Flat and gravel		5	5	.....	.....	.....	.....	.....	..	..	..	..													
13. Westchester Electric:																									
Closed standard	A	20	20	Side	40	800	Motor..	Hand.....	..	..	20	..	A	GE-210	40	65	K-11	A	Eureka max tn	D	40				
Open standard	B	59	59	Cross	60	3,000	Motor..	Hand.....	..	..	..	..	B	Wh-56	100	55	K-10	B	Brill	D	100				
Closed standard	B	25	25	Side	40	1,000	Motor..	Hand.....	25	..	..	..	B	Wh-156	50	55	K-10	B	Eureka max tn	D	50				
Closed standard	B	6	6	Side	30	180	Motor..	Hand.....	..	..	6	..	B	GE-1000	12	35	K-10	B	Peckham	S	5				
													B	Wh-68	2	40	K-10	B	Improved Diamond..	S	1				
Total passenger cars		101	101			4,980							B	GE-800	2	25	K-10	B	McGuire	S	3				
Sand	B	2	2	.....	.....	.....	Motor..	Hand.....	..	..	..	2	B	GE-100	6	35	K-10	B	Peckham	S	1				
Sweepers	B	2	2	.....	.....	.....	Motor..	Hand.....	..	..	..	2	B	GE-800	3	25	K-10	B	Peckham	S	2				
Sweepers	B	1	1	.....	.....	.....	Motor..	Hand.....	..	..	1	..	B	Wh-68	2	40	K-10								
Flat	B	1	1	.....	.....	.....	Motor..	Hand.....	..	..	..	..													
14. Auburn & Syracuse Electric:																									
Closed single truck	A	19	16	Side	30	570	Motor..	Hand.....	..	2	2	15	A	Wh-121, quad. eqpt..	8	90	S. P.	A	9-A	S	18				
Open single truck	A	7	5	Cross	50	350	Motor..	Hand.....	..	..	..	..	A	Wh-101-B,quad. eqpt	8	40	S. P.	A	21-E	S	8				
City, open double truck	A	7	7	Cross	75	525	Motor..	Hand.....	..	..	..	..	A	Wh-76, quad. eqpt..	52	75	S. P.	A	14-B-3	D	10				

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.											Car motors.				Car trucks.			
	Class.	Number each type.		Seats.			Motor or non-motor.	Kind of brakes.	Number with vestibules.			Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
		Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.			Prepayment type.	Fully inclosed.	Front and one side.	Front only.								
14. Auburn & Syracuse Electric (*con.*):																				
Interurban, open double truck	A	2	2	Cross	64	128	Motor	Air & hd	..	..	..	2	A	Wh–12–A, quad. eqpt	28	30	S. P	A	Shortwheel base	D	6
Interurban, closed double truck	A	10	10	Cross	56	560	Motor	Air & hd	..	10	..	..	A	Wh–76, double eqpt	2	75	S. P	A	36–B	D	24
Parlor, closed double	A	1	1	Chairs	24	24	Motor	Air & hd	..	..	..	..	A	Wh–49, double eqpt	6	35	S. P	A	32	D	4
Total passenger cars		46	41			2,157							A	Wh–12–A,dble. eqpt	18	25	S. P	A	7	D	2
Express, double truck	....	1	1	.....	.....	.....	.....	.....	..	..	..	..	A	GE–800, dbl. eqpt	20	25	S. P	A	M. C. B. freight	D	2
Express, double truck	....	1	1	.....	.....	.....	.....	.....	..	..	..	..	A	GE–800, sin. eqpt	1	25	S. P	A	Snow-plow	D	2
													A	Wh–68, sin. eqpt	1	40	S. P	A	Rotary plow	S	1
																		A	Sweeper	S	1
15. Oneida:																		A	84–30	D	2
Semi-convertible	A	15	15	Cross	52	780	Motor	Air & hd	..	15	..	..	A	GE–73, quad. eqpt	76	75	M	A	27–E–2	D	34
Semi-convertible	A	3	3	Cross	40	120	Motor	Air & hd	..	3	..	..	A	Wh–68, quad. eqpt	12	40	K–6	A	27–E–3	D	4
													A	Wh–101–B–2,dbl. eqpt	2	40	K–10	A	M. C. B.	D	2
Total passenger cars	....	18	18			900							A	Wh–68, dbl. eqpt	2	40	K–6	A	27–F	D	6
Express	A	2	2	.....	.....	.....	Motor	Hand	..	1	..	..						A	Dupont	S	1
Plows, Russell	A	2	2	.....	.....	.....	Motor	Air & hd	..	1	..	..						A	Peckham	S	1
Plows, shear	A	1	1	.....	.....	.....	Motor	Air & hd	..	2	..	..									
Box, closed	A	1	1	.....	.....	.....	Motor	Air & hd	..	2	..	..									
16. Western N. Y. & Penna. Tr:																					
Combination, semi-convertible	A	4	4	S & C	38	152	Motor	Air & hd	..	4	..	..	A	Wh–49, quad. eqpt	24	35	S. P	A	27–G	D	2
Semi-convertible	A	2	2	S & C	44	88	Motor	Air & hd	..	2	..	..	A	GE–54, dbl. eqpt	16	25	S. P	B	27–G	D	6
Semi-convertible, combination	A	3	3	S & C	38	114	Motor	Air & hd	..	3	..	..	A	GE–54, quad. eqpt	8	25	S. P	A	27–E–1	D	30
Semi-convertible	A	3	3	S & C	44	132	Motor	Air & hd	..	3	..	..	A	GE–80, quad. eqpt	40	40	S. P	A	21–E	S	8
Open	A	6	6	Cross	45	270	Motor	Hand	..	..	6	..	B	GE–80, quad. eqpt	8	40	S. P	A	.....	S	4
Open	A	8	8	Cross	50	400	Motor	Hand	..	..	8	..	A	GE–90, quad. eqpt	32	50	S. P	A	Eureka max. tn. 22-E	D	2
Combination	A	1	1	Side	34	34	Motor	Hand	..	1	..	..	A	GE–800, dbl. eqpt	26	25	S. P	A	20	D	8
Closed	A	4	3	Side	22	88	Motor	Hand	..	4	..	..	B	GE–1000, quad. eqpt	4	35	S. P	A	Flexible	S	3
Combination, semi-convertible	A	2	2	S & C	40	80	Motor	Air & hd	..	2	..	..	A	GE–1000, dbl. eqpt	18	35	S. P	A	Flexible	S	14
Closed	A	2	2	S & C	40	80	Motor	Air & hd	..	2	..	..	A	GE–1200, dbl. eqpt	6	35	S. P	A	Extension	D	2
Open	A	5	5	Cross	55	275	Motor	Air & hd	..	..	5	..	A	GE–1200, quad. eqpt	4	35	S. P	A	14–B	D	12
Combination	A	1	1	S & C	42	42	Motor	Air & hd	..	1	..	..						A	Snow-plow truck	S	2
Combination	A	1	1	S & C	48	48	Motor	Air & hd	..	1	..	..						A	Snow-plow truck	S	1
Closed	A	1	1	S & C	36	36	Motor	Air & hd	..	1	..	..						A	Freight truck	S	6
Closed	A	6	6	Side	24	144	Motor	Hand	..	6	..	..						A	Freight truck	D	26
Closed	A	3	3	Side	20	60	Motor	Hand	..	3	..	..						A	Freight truck	D	6
Closed, semi-convertible	B	2	2	S & C	40	80	Motor	Air & hd	..	2	..	..						A	Gondola truck	S	10
Closed, semi-convertible	A	2	2	S & C	32	64	Motor	Hand	..	2	..	..						A	Dump truck	S	12
																		A	Dirt truck	D	6
Total passenger cars		56	55			2,187															
Work	A	1	1	.....	.....	.....	Motor	Hand	..	..	..	..									
Freight	A	1	1	.....	.....	.....	Motor	Air & hd	..	1	..	..									
Combination freight and plow	A	1	1	.....	.....	.....	Motor	Air & hd	..	1	..	..									
Combination freight and plow	B	1	1	.....	.....	.....	Motor	Air & hd	..	1	..	..									
Railroad gondolas	A	18	18	.....	.....	.....	N mot	Hand	..	..	18	..									
Portable sub-station	A	1	1	.....	.....	.....	N–mot	Hand	..	1	..	..									
Side dump	A	6	6	.....	.....	.....	N–mot	Hand	..	..	6	..									
Single truck gondolas	A	6	5	.....	.....	.....	N–mot	Hand	..	..	6	..									
Snow-plows	A	3	3	.....	.....	.....	Motor	Hand	..	3	..	..									
Hart convertible gondolas	A	3	3	.....	.....	.....	N–mot	Air & hd	..	..	3	..									
Line repair	A	1	1	.....	.....	.....	Motor	Hand	..	1	..	..									
17. Binghamton:																					
15 bench open	A	2	...	Cross	90	180	Motor	Air & hd	..	..	..	..	A	Sprague, dbl. eqpt	2	15	S. P	A	Bemis	S	15
Closed	A	7	...	Side	24	168	Motor	Hand	..	..	..	7	A	GE–800, quad. eqpt	16	25	S. P	A	Brill	S	4
Closed	A	8	...	Side	24	192	Motor	Hand	..	..	..	8	A	GE–800, dbl. eqpt	60	25	S. P	A	Brill	S	4
Closed	A	7	...	Side	28	196	Motor	Hand	..	..	..	7	A	GE–67, quad. eqpt	16	38½	S. P	A	Taylor	D	10
9 bench open	A	13	...	Cross	45	585	Motor	Hand	..	..	..	..	A	GE–67, dbl. eqpt	28	38½	S. P	A	Jackson & S	D	2
8 bench open	A	4	...	Cross	40	160	Motor	Hand	..	..	..	..	A	GE–57, dbl. eqpt	4	50	S. P	A	Taylor	S	31
7 bench open	A	1	...	Cross	35	35	Motor	Hand	..	..	..	1									
10 bench open	A	10	...	Cross	50	500	Motor	Hand	..	..	..	..									
Closed	A	16	...	Side	30	480	Motor	Hand	..	..	..	16									

Semi-covertible	A	2	...	C & S....	40	80	Motor..	Air & hd....	..	2	..	..									
Closed	A	3	...	C & S....	40	120	Motor..	Air & hd....	..	..	..	3									
Open trailers	A	14	...	Cross....	30	420	N-mot.	Hand.....	..	..	..	..									
Closed trailers	A	4	...	Side.....	30	120	N-mot.	Hand.....	..	..	..	..									
Total passenger cars		92	...			3,236															
Express	A	1	...	.....	.....	.....	.....	.....	..	..	..	..									
18. Syracuse, Lake Shore & No.:																					
Closed	A	2	2	Side.....	26	52	Motor..	Hand.....	..	..	..	2	A	GE-58, dbl. eqpt....	2	37½	S. P.....	A	21-A Brill.....	S	2
Closed	A	2	2	Side.....	28	56	Motor..	Hand.....	..	2	..	..	A	GE-62, dbl. eqpt....	2	25	S. P.....	A	21-B Brill.....	S	1
Closed	A	5	5	Side.....	22	110	Motor..	Hand.....	..	..	..	5	A	GE-800, dbl. eqpt...	2	25	S. P.....	A	21-E Brill.....	S	4
Closed	A	2	2	Side.....	26	52	Motor..	Hand.....	..	..	2	..	A	GE-1000, dbl. eqpt..	8	35	S. P.....	A	7 Peckham.....	S	11
Open, 10 bench	A	6	6	Cross....	50	300	Motor..	Hand.....	..	..	..	..	A	Walker 4, dbl. eqpt..	4	25	S. P.....	A	Peckham, sh. w. b...	D	10
Open, 8 bench	A	7	7	Cross....	40	280	Motor..	Hand.....	..	..	..	..	A	GE-57, dbl. eqpt....	3	50	S. P.....	A	Max tn., St. Louis...	D	10
Closed, interurban	B	7	7	Cross....	58	406	Motor..	Air & hd...	..	7	..	..	A	Wh-38-B, dbl. eqpt..	9	40	S. P.....	A	Peckham, sh. w. b...	D	14
Closed, interurban	A	7	6	Cross....	40	280	Motor..	Air & hd...	..	7	..	..	A	GE-1000, quad. eqpt.	5	35	S. P.....	A	St. Louis, sh. w. b...	D	12
Open, 15 bench	A	7	7	Cross....	75	525	Motor..	Air & hd...	..	..	..	7	A	Wh-101-B, quad.eqpt	8	40	S. P.....	A	Taunton nose plow..	S	1
Open, 15 bench	A	6	6	Cross....	75	450	Motor..	Air & hd...	..	..	..	6	A	Wh-119, quad. eqpt..	8	125	M. N.....	A	Peckham rotary plow	S	1
Open, 15 bench	A	2	2	Cross....	75	150	Motor..	Air & hd...	..	..	..	2						A	Russell 7.....	D	2
Total passenger cars		53	52			2,661												A	M. C. B. St. Louis...	D	4
Express	A	1	1	.....	.....	.....	Motor..	Air & hd...	..	1	..	..						A	M. C. B. Baldwin...	D	14
																		A	Peckham 7.....	S	2
																		A	McGuire.....	S	1
19½. Buffalo, L. & Rochester, Recvrs.:																					
Closed	C	15	15	Cross....	49	735	Motor..	Air.....	..	15	..	..	C	GE-73, quad. eqpt...	2	75	G. E. M.....	A	Baldwin.....	D	4
Closed	C	6	6	Cross....	54	324	Motor..	Air.....	..	6	..	..	A	GE-73, quad. eqpt...	1	75	GE-M.....	A	Baldwin.....	D	2
													A	GE-73, quad. eqpt...	1	112½	GE-M.....	A	Baldwin.....	D	2
Total passenger cars		21	21			1,059							C	GE-73, quad. eqpt...	15	75	GE-M.....	A	M. C. B.....	..	6
Rotary snow-plow	A	1	...	.....	.....	.....	Motor..	Air.....	..	1	..	..	C	GE-207, quad. eqpt..	6	125	GE-M.....	C	Baldwin.....	D	30
Nose snow-plow	A	1	...	.....	.....	.....	Motor..	Air.....	..	..	..	1						C	Baldwin.....	D	12
Flat	A	3	3	.....	.....	.....	N-mot.	Air.....	..	..	..	..									
Express	C	2	2	.....	.....	.....	Motor..	Air.....	..	2	..	..									
20. New York & Stamford:																					
Closed	A	5	5	Side.....	44	220	Motor..	Air & hd...	..	5	..	..	A	GE-67, dbl. eqpt....	20	38	S. P.....	A	Brill 21-E.....	S	17
Semi-convertible	A	2	2	Cross....	40	80	Motor..	Air & hd...	..	2	..	..	A	GE-67, quad. eqpt...	8	38	S. P.....	A	Taylor.....	S	1
Closed standard	A	2	2	Side.....	52	104	Motor..	Air & hd...	..	2	..	..	A	GE-67, quad. eqpt...	8	38	S. P.....	A	Taylor.....	D	52
Closed parlor	A	1	1	Chair....	20	20	Motor..	Air & hd...	..	1	..	..	A	GE-67, quad. eqpt...	4	38	S. P.....	A	O-50.....	D	32
Closed standard	A	4	4	Side.....	44	176	Motor..	Air & hd...	..	4	..	..	A	GE-80, quad. eqpt...	16	40	S. P.....	A	St. Louis.....	D	2
Closed standard	A	6	6	Side.....	26	156	Motor..	Hand.....	..	6	..	..	A	GE-67, dbl. eqpt....	12	38	S. P.....	A	St. Louis.....	D	30
Closed standard	A	3	3	Side.....	26	78	Motor..	Hand.....	..	3	..	..	A	GE-67, dbl. eqpt....	6	38	S. P.....	A	McGuire.....	D	2
Closed standard	A	1	1	Side.....	44	44	Motor..	Air & hd...	..	1	..	..	A	GE-80, quad. eqpt...	4	40	S. P.....	A	Wason.....	S	2
Closed standard	A	12	12	Side.....	44	528	Motor..	Air & hd...	..	12	..	..	A	GE-80, quad. eqpt...	48	40	S. P.....	A	Wason.....	D	2
Open standard	A	6	6	Cross....	50	300	Motor..	Hand.....	..	..	..	..	A	GE-67, dbl. eqpt....	12	38	S. P.....	D	Brill 21-E.....	S	1
Open standard	A	1	1	Cross....	50	50	Motor..	Hand.....	..	..	..	..	A	GE-67, dbl. eqpt....	2	38	S. P.....				
Open standard	A	5	5	Cross....	60	300	Motor..	Air & hd...	..	..	..	..	A	GE-67, dbl. eqpt....	10	38	S. P.....				
Open standard	A	4	4	Cross....	75	300	Motor..	Air & hd...	..	..	..	..	A	GE-87 quad. eqpt...	8	30	S. P.....				
Open standard	A	11	11	Cross....	75	825	Motor..	Air & hd...	..	..	..	..	A	GE-87 quad. eqpt...	22	30	S. P.....				
Open standard	A	10	10	Cross....	85	850	Motor..	Air & hd...	..	..	..	..	A	GE-67, quad. eqpt...	40	38	S. P.....				
Total passenger cars		73	73			4,031							A	GE-67, dbl. eqpt....	4	38	S. P.....				
Closed snow-plow	A	3	3	.....	.....	.....	.....	.....	..	..	..	..	A	GE-87, quad. eqpt...	4	60	S. P.....				
Flat work	A	2	2	.....	.....	.....	.....	.....	..	..	..	..	A	GE-67, dbl. eqpt....	2	38	S. P.....				
Wrecking, vestibuled	A	1	1	.....	.....	.....	.....	.....	..	..	..	..	A	GE-67, dbl. eqpt....	2	38	S. P.....				
Sprinkler, steel tank	A	1	1	.....	.....	.....	.....	.....	..	..	..	..	A	GE-80, quad. eqpt...	8	40	S. P.....				
Sprinkler	D	1	1	.....	.....	.....	.....	.....	..	..	..	..	D	GE-800, dbl. eqpt...	2	25	S. P.....				
21. Elmira Water, Light & R.R.:																					
Open	A	5	5	Cross....	50	250	Motor..	Hand.....	..	..	..	..	A	GE-1000, dbl. eqpt..	8	35	K-10.....	A	Taylor.....	D	5
Open	A	3	3	Cross....	60	180	Motor..	Hand.....	..	..	..	..	A	GE-57, dbl. eqpt....	12	50	K-11.....	B	Brill 22.....	D	3
Open	A	7	7	Cross....	40	280	Motor..	Hand.....	..	..	..	..	A	GE-90, dbl. eqpt....	12	50	K-11.....	A	Brill.....	D	3
Open	A	5	5	Cross....	40	200	Motor..	Hand.....	..	..	..	..	A	Wh-12-A, dbl. eqpt..	12	35	K-2.....	A	Peckham.....	S	7
Open trailers	A	11	11	Cross....	40	440	N-mot.	Hand.....	..	..	..	..	A	Wh-3, dbl. eqpt.....	6	20	K-2.....	B	Brill.....	S	10
Open trailers	A	6	6	Cross....	40	240	N-mot.	Hand.....	..	..	..	..	A	Wh-12.....	4	.....	K-2.....	A	Diamond.....	S	6
Closed	A	10	10	Side.....	22	220	N-mot.	Hand.....	..	10	..	..	B	W. P. 30, dbl. eqpt..	10	13	K.....	A	Brill.....	S	17
Closed	A	4	4	Side.....	36	144	Motor.	Hand.....	..	4	..	..	B	W. P. 50, dbl. eqpt..	4	25	K.....	A	Brill.....	D	10
Closed	A	6	6	Cross....	40	240	Motor.	Air.....	..	4	..	..	B	S. R. F. 15, dbl. eqpt.	4	15	K.....	A	Dupont.....	D	4
Closed, semi-convertible	A	4	4	Cross....	40	160	Motor.	Air.....	..	4	..	..	B	GE-800, dbl. eqpt...	34	25	K-2.....				
Closed	B	2	2	Side.....	22	44	N-mot.	Hand.....	..	2	..	..									
Closed	B	4	4	Side.....	20	80	N-mot.	Hand.....	..	4	..	..									
Closed	B	2	2	Side.....	26	52	N-mot.	Hand.....	..	2	..	..									
Closed	B	1	1	Side.....	22	22	Motor.	Hand.....	..	..	..	..									
Open	B	3	3	Cross....	60	180	Motor.	Hand.....	..	..	..	..									
Open	B	7	7	Cross....	45	315	Motor.	Hand.....	..	..	..	..									
Open	B	3	3	Cross....	50	150	Motor.	Hand.....	..	..	..	..									
Total passenger cars		83	83			3,197															
22. Albany Southern:																					
Closed	A	11	...	Cross....	60	840	Motor..	Air & hd...	..	14	..	..	A	GE-51, quad. eqpt...	32	80	S. P.....	A	Brill 27.....	D	42
Combination	A	3	...	Cross....	40	120	Motor..	Air & hd...	..	3	..	..	A	GE-57, quad. eqpt...	48	50	S. P.....	A	Brill 21-E.....	S	5
Closed	A	2	...	Cross....	60	120	Motor..	Air & hd...	..	2	..	..	A	GE-1000, dbl. eqpt..	18	35	S. P.....	A	Taylor.....	S	4
Closed	A	5	...	Side.....	30	150	Motor..	Hand.....	..	4	..	..									
Open	A	5	...	Side.....	20	100	N-mot.	Hand.....	..	1	..	..									
Total passenger cars		29	...			1,330															

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.												Car motors.					Car trucks.			
		Number each type.		Seats.			Motor or non-motor.	Kind of brakes.	Number with vestibules.												
	Class.	Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.			Prepayment type.	Fully inclosed.	Front and one side.	Front only.	Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
23. Jamestown Street:																					
Closed vestibule	A	2	...	Side	38	76	Motor	Hand	..	2	..	..	A	Wh. DE-3, dbl. eqpt.	48	30	S. P.	A	Brill 21-E	D	12
Closed vestibule	A	19	...	Side	24	456	Motor	Hand	..	19	..	..	A	Wh-101-B-2, dbl.eqpt	12	40	S. P.	A	Brill 21-E	D	40
Open platform	A	1	...	Chairs	12	12	Motor	Hand	..	..	..	..	A	Wh 12-A, dbl. eqpt.	32	30	S. P.	A	Dorner & Dutton	S	1
Double deck, side entrance	A	1	...	Side	60	60	Motor	Friction	..	1	..	..	A	Wh-56-S, dbl. eqpt.	2	50	S. P.	A	Pullman Co.	D	2
Open	A	4	...	Cross	60	240	Motor	Hand	..	..	..	..	A	Sh. Elec. dbl. eqpt.	2	25	S. P.				
Open	A	7	...	Cross	40	280	Motor	Hand	..	..	..	..									
Open	A	13	...	Cross	50	650	Motor	Hand	..	..	..	..									
Total passenger cars		47	...			1,774															
Baggage	A	1	...				Motor	Hand	..	1	..	..									
24. Otsego & Herkimer:																					
Closed		5	3	Cross	44	220	Motor	Air & hd	..	5	..	..			20	40	K-28		Taylor	D	10
Open		4	...	Cross	90	360	Motor	Air & hd	..	..	..	4			8	50	K-11		St. Louis	D	8
Combination		6	6	Cross	48	288	Motor	Air & hd	..	6	..	..			24	50	K-14		St. Louis	D	12
Semi-convertible		4	2	Cross	32	128	Motor	Hand	..	4	..	..			8	30	K-11		Brill	D	4
Parlor		1	...	Chairs	20	20	Motor	Hand & air	..	..	..	..			4	50	K-14		St. Louis	D	2
Total passenger cars		20	11			1,016									16	50	K-14		Peckham	D	8
Freight, common		44	44				Motor	Air & hd	..	..	..	..			4	175	K-3		Taunton	D	2
Freight		4	4				Motor	Air & hd	..	4	..	..			4	50	K-14		Peckham	D	2
Rotary snow-plows		2	...				Motor	Hand	..	2	..	..			12	50	K-14		Peckham	D	4
Nose snow-plow		2	...				Motor	Air & hd	..	2	..	..			8	50	K-14		Peckham	D	4
Small nose snow-plow		1	...				Motor	Hand	..	1	..	..			2	30	K-11		Brill	S	1
Electric locomotive		1	...				Motor	Air & hd	..	1	..	..									
Work		1	1				Motor	Air & hd	..	1	..	..									
25. Orange County Traction:																					
Semi-convertible	C	10	10	Cross	32	320	Motor	Hand	..	10	..	..	A	Wh-68	30	30	S. P.	C	Brill	S	10
Semi-convertible	C	4	4	Cross	42	168	Motor	Air	..	4	..	..	D	Wh-68	14	30	S. P.	C	Baldwin	S	4
Open	A	8	8	Cross	50	400	Motor	Hand	..	..	..	..	A	Wh-49	6	30	S. P.	A-D	Peckham	S	18
Open	A	3	3	Cross	50	150	Motor	Hand	..	..	..	..	A	Wh-12-A	9	30	S. P.	A	Kingston	S	2
Closed	D	7	7	Cross	50	350	Motor	Hand	..	..	..	..	C-D	Wh-101-B	38	40	S. P.	A	Peckham	S	5
Semi-convertible	A	3	3	Side	30	90	Motor	Hand	..	..	..	3						A	Brill	S	1
Closed	A	1	1	Cross	28	28	Motor	Hand	..	..	..	1						A	McGuire	S	1
Closed	A	1	...	Cross	38	38	Motor	Hand	..	1	..	..						A	Brill	D	1
Closed	A	2	...	Side	24	48	N-mot	Hand	..	..	..	2						A	Peckham	S	1
Closed	A	4	...	Side	22	88	N-mot	Hand	..	..	..	4						D	McGuire	S	1
Combination	A	3	...	Side	22	66	N-mot	Hand	..	..	..	4									
	A	3	...	Cross	22	66	N-mot	Hand	..	..	..	3									
Total passenger cars		49	36			1,812															
Freight	A	1	1				Motor	Air	..	1	..	..									
Freight	A	2	2				Motor	Hand	..	2	..	..									
27. Chautauqua Traction:																					
Closed	A	5	4	Cross	60	300	Motor	Air	..	5	..	..	A	Wh-56, quad. eqpt.	64	55	K-14	A	Baldwin	D	8
Open	A	4	4	Cross	80	320	Motor	Air	..	4	..	..	A	Wh-56, quad. eqpt.	8	55	K-14	A	Peckham	D	8
Semi-convertible	A	4	...	Cross	44	176	Motor	Air	..	4	..	..	A	Wh-93-A, quad. eqpt.	4	65	K-14	A	Brill 27	D	14
Combination	A	1	1	Cross	24	24	Motor	Air	..	1	..	..	A	Wh-56, quad. eqpt.	8	55	K-14	A	Brill 27	D	4
Semi-convertible	A	2	...	Cross	53	106	Motor	Air	..	2	..	..	A	Wh-56, quad. eqpt.	4	55	K-14	A	Peckham	D	2
Total passenger cars		16	9			926							A	Wh-56, quad. eqpt.	4	55	K-14	A	Baldwin	D	4
Freight	A	3	3				Motor	Air	..	3	..	..									
28. Kingston Consolidated:																					
Closed	A	5	5	Side	24	120	Motor	Hand	..	..	..	5	A	GE-800	34	25	S. P.	A	Peckham	S	29
Closed	A	2	2	Side	34	68	Motor	Hand	..	..	..	3	A	GP-1000	22	35	S. P.	A	Diamond o. s.	S	7
Closed	A	3	3	Side	28	84	Motor	Hand	..	..	..	3	A	Wh-49	24	35	S. P.	A	Diamond n. s.	S	1
Closed	A	3	3	Side	28	84	Motor	Hand	..	..	..	3	A					A	Diamond n. s.	S	3
Closed	A	1	1	Side	34	34	Motor	Hand	..	..	..	..									
Open	A	6	6	Side	50	300	Motor	Hand	..	..	..	..									
Open	A	18	18	Side	45	810	Motor	Hand	..	..	..	..									
Total passenger cars		38	38			1,500															

29. Poughkeepsie C. & W. F. El:																							
Closed	A	1	1	Side	24	24	Motor	Hand	..	..	..	1	A	Wh-101-B, dbl. eqpt.	36	40	S. P.	A	Brill 21–E	S	18
Semi-convertible	A	6	6	S & C	32	192	Motor	Hand	..	..	..	6	A	Wh-101-B, quad. eqpt	4	40	S. P.	A	Brill 27–GE–1	D	2
Semi-convertible	A	6	6	S & C	28	168	Motor	Hand	..	..	..	6	A	GE 800, dbl. eqpt.	2	25	S. P.	A	Peckham 9	S	3
Semi-convertible	A	1	1	S & C	40	40	Motor	Hand	..	1	..	..	A	GE–1000, dbl. eqpt.	4	27	S. P.	A	Trailer	S	4
Open	A	6	6	Cross	50	300	Motor	Hand	..	..	..	..									
Open	A	2	2	Cross	50	100	Motor	Hand	..	..	..	..									
Open	A	4	4	Cross	40	160	N–mot	Hand	..	..	..	..									
Total passenger cars		26	26			984															
30. Ithaca:																					
Closed	A	1	...	Side	18	18	Motor	Hand	..	..	..	..	A	GE dbl. eqpt	2	30	K–2	A	Bemis	S	8
Closed	A	4	...	Side	20	80	N–mot	Hand	..	..	..	..	A	GE dbl. eqpt	9	35	K–10	A	Peckham	S	10
Closed	A	1	...	Side	26	26	N–mot	Hand	..	..	..	..	A	GE dbl. eqpt	5	40	K–10	A	Brill	S	9
Closed	A	1	...	Side	26	26	Motor	Hand	..	..	..	..	A	Wh. dbl. eqpt	3	25	K–2	A	Brill	D	1
Closed	A	1	...	Side	22	22	N–mot	Hand	..	..	..	..									
Closed	A	4	4	Cross	28	112	Motor	Hand	..	..	..	..									
Closed	A	2	...	Side	26	52	Im. hm	Hand	..	..	..	..									
Open	A	3	1	Cross	35	105	Motor	Hand	..	..	..	..									
Open	A	1	1	Cross	40	40	Motor	Hand	..	..	..	..									
Open	A	1	1	Cross	75	75	Motor	Hand	..	..	..	..									
Open	A	1	...	Cross	50	50	Motor	Hand	..	..	..	..									
Open	A	2	...	Cross	80	160	Motor	Hand	..	..	..	..									
Open	A	2	2	Cross	40	80	Motor	Hand	..	..	..	..									
Open	A	4	4	Cross	50	200	Motor	Hand	..	..	..	..									
Total passenger cars		28	13			1,046															
31. Syracuse & Suburban:																					
Semi-convertible	A	3	3	S & C	48	144	Motor	Air	..	3	..	..	A	GE 88	12	40	K 28	A	M. C. B	D	5
Open	A	4	4	Cross	52	208	Motor	Air	..	..	4	..	A	GE 1000	20	40	K–6	A	Ex. Peckham	S	11
Closed	A	2	2	S & C	46	92	Motor	Air	..	2	..	..	A	GE 67	22	40	K–6	A	3 x B Peckham	D	5
Closed	A	2	2	S & C	42	84	Motor	Air	..	2	..	..	A	GE 52	14	25	K–10	A	Snow-plow, Peckham	S	1
Closed	A	2	2	Cross	34	68	Motor	Air	..	2	..	..									
Closed	A	4	4	Cross	24	96	Motor	Hand	..	4	..	..									
Total passenger cars		17	17			692															
Express	A	1	1	.....	.....	.....	Motor	Air	..	1	..	..									
Gondola	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Work	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
32. Geneva & Auburn:																					
Closed	A	2	2	Side	24	48	Motor	Hand	..	2	..	..	A	GE–800, dbl. eqpt	26	25	S. P.	A	Brill 21–E	S	4
Closed	A	4	4	Side	24	96	Motor	Hand	..	2	..	..	A	GE–216, dbl. eqpt.	6	50	S. P.	A	Peckham 6 Ex	S	16
Closed	A	2	2	Side	24	48	Motor	Hand	..	2	..	..	A	GE–216, quad. eqpt.	16	50	M. U	A	Peckham, trailer	S	2
Closed	A	1	1	Side	12	12	Motor	Hand	..	..	..	1						A	Brill 21	S	3
Closed	A	3	3	S & C	32	96	Motor	Hand	..	3	..	..						A	Am. Loco. Co	D	4
Closed, double truck	A	4	4	S & C	52	208	Motor	Air	..	4	..	..						A	3-Rivers Elec. Co	D	2
Open, 10 bench	A	7	7	Cross	50	350	Motor	Hand	..	..	..	..							Brill	S	1
Open, 10 bench	A	3	3	Cross	50	150	Motor	Hand	..	..	..	..							Bklyn. Ry. Sup. Co.	S	1
Total passenger cars		26	26			1,008															
Snow-plow	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Small plow	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Sweeper	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Flat cars	A	3	3	.....	.....	.....	.....	.....	..	..	..	..									
Line	A	1	1	.....	.....	.....	.....	Hand	..	..	..	..									
33. Westchester Street:																					
Convertible, P. A. Y. E.	A	22	22	S & C	54	1,188	Motor	Air & hd	..	22	..	..	A	GE-210-B, dbl. eqpt.	44	65	S. P.	A	Brill 29–E	D	44
Closed	A	4	4	Side	26	104	Motor	Hand	..	4	..	..	A	GE–1000, dbl. eqpt.	22	40	S. P.	A	Brill 21–E	S	6
Open	A	10	10	Cross	50	500	Motor	Hand	..	..	..	..	A–D	GE–800, dbl. eqpt.	6	30	S. P.	A	Peckham	S	5
Open	D	1	1	Cross	50	50	Motor	Hand	..	..	..	..	A	Wh–68, dbl. eqpt.	18	40	S. P.	A	Diamond	S	2
Parlor	A	1	1	.....	.....	.....	.....	.....	..	..	..	..	A	Wh 49, dbl. eqpt.	4	35	S. P.	A	Taylor	S	2
																		A	Peckham	S	7
																		D	McGuire	S	2
Total passenger cars		38	38			1,842												A	Diamond	S	1
Snow-sweepers	A	2	2	.....	.....	.....	.....	.....	..	..	..	..									
Work	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Wrecking	A	1	1	.....	.....	.....	.....	.....	..	..	..	..									
Coal	A	5	5	.....	.....	.....	.....	.....	..	..	..	..									
34. Warren & Jamestown Street:																					
Standard, closed	A	3	3	Cross	48	144	Motor	Air	..	3	..	..	A	Wh–108, dbl. eqpt	27	25	.....	A	M. C. B	D	13
Standard, closed	A	2		Cross	54	108	Motor	Air	..	2	..	..									
Total passenger cars		5	3			252															
Combination	A	1	1	.....	.....	.....	Motor	Air	..	1	..	..									
36. Cohoes:																					
Standard single truck 400	A	3	3	Side	24	72	Motor	Hand	..	3	..	..	B	Wh 12–A, dbl. eqpt.	18	30	S. P.	A	Taylor	S	3
Standard single truck 400	B	5	5	Side	24	120	Motor	Hand	..	5	..	..						B	Taylor	S	6
Total passenger cars		8	8			192															
Snow-plow, single truck	B	1	1	.....	.....	.....	Motor	Hand	..	1	..	..									

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*continued*).

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.												Car motors.					Car trucks.			
		Number each type.		Seats.					Number with vestibules.												
	Class.	Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.	Motor or non-motor.	Kind of brakes.	Prepayment type.	Fully inclosed.	Front and one side.	Front only.	Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
38. Cortland County Traction:																					
Semi-convertible	A	8	8	Cross	40	320	Motor	Hand	..	8	..	..	A	GE–54, dbl. eqpt	22	25–50	S. P	A	Brill 27–G	D	5
Open	A	6	6	S & C	32	192	N–mot	Hand	..	..	..	6	A	GE–57, dbl. eqpt	4	25	S. P	A	14–B, 3–X Peckham	D	3
Open	A	6	6	S & C	40	240	Motor	Hand	..	..	..	6	A	GE–800, dbl. eqpt	13	25	S. P	A	21–B Brill	S	5
Closed	A	2	2	Side	24	48	Motor	Hand	..	..	..	2	A	GE–1200	2	25	S. P	A	A–A Peckham	S	3
Total passenger cars		22	22			800															
Freight	A	1	1				Motor	Hand	..	1	..	..									
39. Waverly, Sayre & Athens Trac.:																					
Closed	A	8	8	Side	22	176	Motor	Hand	..	8	..	..	A	Wh–3, dbl. eqpt	8	30	S. P	A	Brill 27–G	D	4
Closed	A	2	2	Side	30	60	Motor	Hand	..	2	..	..	A	Wh–12–A, dbl. eqpt.	16	30–60	S. P	A	Taylor	D	4
Semi-convertible	A	4	4	Cross	42	168	Motor	Air & hd	..	4	..	..	A	GE–67, quad. eqpt	8	40	S. P	A	Taylor	S	1
10 bench open	A	5	5	Cross	50	250	Motor	Hand	..	..	..	..						A	Brill	S	12
10 bench open	A	2	2	Cross	50	100	Motor	Hand	..	..	..	..						A	Peckham	S	2
Total passenger cars		21	21			754															
40. Black River Traction:																					
Closed	D	7	3	Cross	40	280	Motor	Hydraulic	..	7	..	..	D	GE–54	26	.....	S. P	D	Barber	S	14
Closed	D	6	5	Cross	28	168	Motor	Hydraulic	..	6	..	..	D	GE–54	2	.....	S. P	D	Barber	S	5
													D	GE–54	3	.....	S. P	D	McGuire–Cummings	S	1
Total passenger cars		13	8			448															
41. Rochester & Suburban:																					
Open	A	10	10	Cross	48	480	Motor	Air & hd	..	..	..	10	A	GE–90, dbl. eqpt	28	50	S. P	A	Taylor	D	20
Open	A	2	2	Cross	48	96	Motor	Air & hd	..	..	..	2						A	Peckham 14–B–3	D	4
Total passenger cars		12	12			576															
42. Peekskill Lighting & R. R.:																					
Closed vestibule standard	A	3	3	Side	26	78	Motor	Hand	..	3	..	..	A	Wh–49, dbl. eqpt	6	35	Wh	A	Peckham 7–B	S	3
Closed vestibule standard	A	3	3	Side	30	90	Motor	Hand	..	3	..	..	A	Wh–101–B, dbl. eqpt.	6	40	Wh	A	Lord Baltimore	S	3
Closed vestibule standard	A	1	...	Side	26	26	Motor	Hand	..	1	..	..	A	Wh–101–B, dbl. eqpt.	4	40	Wh	A	Brill 21–E	S	2
Closed vestibule, semi-convertible	A	2	2	Cross	32	64	Motor	Hand	..	2	..	..	A	Wh–49, dbl. eqpt	4	35	Wh	A	Peckham 7–B	S	2
Open standard	A	2	2	Cross	40	80	Motor	Hand	..	..	..	..	A	Wh–49, dbl. eqpt	16	35	Wh	A	Peckham 7–B	S	8
Open standard	A	8	8	Cross	60	480	Motor	Hand	..	..	..	..	A	Wh–49, quad. eqpt	4	35	Wh	A	Russell	D	1
													A	Wh–101–B, dbl. eqpt.	2	35	Wh	A	McGuire–Cum. 10–A	D	1
Total passenger cars		19	18			818							A	Wh–101–B, dbl. eqpt.	2	40	Wh	A	Wason	S	2
Freight and snow-plow, closed	A	1	1				Motor	Air	..	1	..	..	A	Wh–49, dbl. eqpt	2	35	Wh	A	Peckham 7–B	S	1
Snow-plow, closed	A	2	1				Motor	Hand	..	2	..	..									
Coal, open	A	1	1				Motor	Air	..	..	..	..									
Work, open	A	1	1				Motor	Hand	..	..	..	..									
43. Wallkill Transit:																					
10 bench open	A	4	...	Cross	50	200	Motor	Hand	..	4	..	..	A	Wh–101–B, sin. eqpt.	40	40	K–28–B	A	Brill 27–G	D	6
15 bench open	A	2	...	Cross	90	180	Motor	Air & hd	..	2	..	..	A	Wh–38–B, sin. eqpt.	4	40	K–12	A	Peckham	D	4
9 bench open	A	2	...	Cross	45	90	Motor	Hand	..	2	..	..	A	Wh–68–B, sin. eqpt.	14	40	K–10, K–2	A	St. Louis	D	1
12 bench open	A	2	...	Cross	60	120	Motor	Hand	..	2	..	..						A	Taylor	S	4
Combination	A	2	...	S & C	60	120	Motor	Air & hd	..	2	..	..						A	St. Louis	S	1
Closed	A	4	...	Side	26	104	Motor	Hand	..	4	..	..						A	Peckham	S	3
Combination	A	2	...	S & C	44	88	Motor	Air & hd	..	2	..	..									
Closed	A	2	...	S & C	44	88	Motor	Air & hd	..	2	..	..									
Total passenger cars		20	...			990															
Freight	A	1	...				Motor	Hand	..	1	..	..									
Freight	A	1	...				Motor	Hand	..	1	..	..									
44. Buffalo Southern:																					
Standard closed	A	2	2	Side	28	56	Motor	Hand	..	..	..	2	A	GE–800, dbl. eqpt	4	.....	S. P	A	Brill, Eureka max	D	4
Standard closed	A	1	1	Side	40	40	Motor	Hand	..	..	..	1	A	GE–1000, dbl. eqpt.	2	.....	S. P	A	Brill, Eureka max	D	2
Standard open	A	1	1	Cross	60	60	Motor	Hand	..	..	..	1	A	GE–1000, dbl. eqpt.	2	.....	S. P	A	Brill, Eureka max	D	2
Standard closed	A	2	2	Cross	44	88	Motor	Friction	..	2	..	..	A	Wh–B–49, dbl. eqpt.	4	70	S. P	A	Peckham	D	4
Standard closed	A	3	3	Cross	36	108	Motor	Air	..	3	..	..	A	GE–67, dbl. eqpt	6	120	S. P	A	Peckham	D	6
Semi-convertible	A	3	3	Cross	44	132	Motor	Air	..	3	..	..	A	GE–67, quad. eqpt	12	120	S. P	A	Taylor	D	6

Standard closed	A	2	2	Side	26	52	Motor	Hand	..	..	..	2	A	GE–1000, dbl. eqpt	4	.....	S. P	A	Diamond	S	2
Trailers	....	8	...	Cross	28	224	N–mot.	Hand	..	..	..	..						A	Diamond	S	8
Total passenger cars		22	14			760															
45. Elmira & S. L. Traction:																					
Closed	A	2	2	Cross	48	96	Motor	Air	..	2	..	..	A	GE–1000, sin. eqpt	32	35	K–12	A	Baldwin	D	2
Closed	A	2	2	Cross	44	88	Motor	Air	..	2	..	..	A	GE–90, sin. eqpt	8	50	K–14	A	St. Louis	D	6
Combination	A	2	2	Cross	28	56	Motor	Air	..	2	..	..						A	Brill	D	2
Open	A	2	2	Cross	84	168	Motor	Air	..	2	..	..									
Open	A	2	2	Cross	90	180	Motor	Air	..	2	..	..									
Total passenger cars		10	10			588															
46. Syracuse & South Bay El.:																					
Interurban, closed	A	10	10	Cross	54	540	Motor	Air & hd	..	10	..	..	A	GE–74, quad. eqpt	40	65	S. P	A	M. C. B. Peckham	D	20
Interurban, open trailer	A	10	10	Cross	56	560	N–mot.	Air & hd	..	..	..	..	A	GE–74, quad. eqpt	8	65	S. P	A	M. C. B. Peckham	D	20
																		A	M. C. B. Peckham	D	4
Total passenger cars		20	20			1,100												A	M. C. B	D	8
Express	A	2	2	.....	.....	.....	.....	.....	..	..	..	..									
Flat, common	A	4	4	.....	.....	.....	.....	.....	..	..	..	..									
47. Corning & Painted Post St.:																					
Closed	A	4		Side	26	144	Motor	Hand					A	GE–800, dbl. eqpt	26	25	K–2	A	Brill 21–C	S	15
Closed	A	1	4	Side	26	26	Motor	Hand	..	7	..	..						A	Brill 21–A	S	2
Closed	A	1		Side	26	26	Motor	Hand										B	Peckham	S	1
Closed	A	1		Side	26	26	Motor	Hand													
Open	A	6	4	Cross	50	300	Motor	Hand	..	..	..	..									
Total passenger cars		13	8			522															
Flat	....	...	...	.....	.....	.....	N–mot.	Hand	..	..	..	..									
48. Fishkill Electric:																					
8 bench open	B	5	5	Cross	28	140	Motor	Hand	..	..	..	..	B	W. P.–30, sin. eqpt	10	20	K	..	Taylor	S	10
9 bench open	B	7	7	Cross	40	280	Motor	Hand	..	..	6	..	B	GE–57, sin. eqpt	4	25	K–2	..	Kingston	S	3
Closed	B	7	7	Side	45	315	Motor	Hand	..	..	..	..	B	GE–800, sin. eqpt	6	25	.....				
													B	GE–100–B, sin. eqpt	6	25	K–10				
Total passenger cars		19	19			735															
49. N. Y. & North Shore Tr.:																					
Semi-convertible double truck	A	6	6	Cross	48	288	Motor	Air & hd	..	6	..	..	A	Wh–101–B–2, qd. eq.	24	40	S. P. K–28	A	Brill 27–F–1	D	12
50. Auburn & Northern Elec.:																					
Interurban, closed	A	2	2	Cross	40	80	Motor	Air & hd	..	2	..	..	A	Wh–56, quad. eqpt	8	50	S. P	A	Stephenson 6	D	4
City, closed	A	3	3	Side	30	90	Motor	Hand	..	..	..	3	A	Wh–12–A, dbl. eqpt	6	30	S. P	A	Peckham 9–A	S	3
Total passenger cars		5	5			170															
51. Huntington:																					
Closed	A	2	1	Side	28	56	Motor	Hand	..	2	..	..	A	GE Co. car 1, dbl. eq.	8	25	S. P	A	Brill	S	4
Closed	A	6	5	Cross	52	312	Motor	Air	..	6	..	..	A	Wh–112, dbl. eqpt	16	65	S. P	A	Pedestal	S	2
Open	A	3	1	Cross	50	150	Motor	Hand	..	..	..	..						A	Pedestal	S	2
Open trailer	A	1	1	Cross	50	50	Motor	Hand	..	..	..	..						A	St. Louis	D	12
																		A	Baldwin	D	2
Total passenger cars		12	8			568												A	Pedestal	S	1
Baggage	A	1	1	.....	.....	.....	.....	Hand	..	..	..	..									
Baggage	A	1	1	.....	.....	.....	N–mot.	Hand	..	..	..	..									
Baggage	A	1	1	.....	.....	.....	Motor	Hand	..	..	..	1									
Flat trailer	A	2	2	.....	.....	.....	N–mot.	Hand	..	..	..	..									
Snow-plow	A	1	...	.....	.....	.....	Motor	Hand	..	1	..	..									
52. Ogdensburg Street:																					
Closed	....	4	4	Side	30	120	Motor	Hand	..	4	..	..	..	Wh–12–A, dbl. eqpt	8	25	K–10	..	Peckham, rect	S	4
Closed	....	6	6	Cross	45	270	Motor	Hand	..	..	..	6	..	Wh–12–A, dbl. eqpt	12	25	28–W	..	Peckham, rect	S	6
Closed	....	5	5	Cross	32	160	Motor	Hand	..	..	5	..	..	Wh–49, dbl. eqpt	10	35	28–W	..	Peckham, rect	S	5
Total passenger cars		15	15			550															
53. Buffalo & Williamsville Electric:																					
Closed standard	A	3	3	Side	24	72	Motor	Hand	..	..	..	2	A	SRT, dbl. eqpt	2	15	K	A	McGuire	S	5
Open standard	A	2	2	Cross	30	60	Motor	Hand	..	..	..	2	A	GE dbl. eqpt	5	25	K	A	Brill	D	2
Closed standard	A	2	2	Side	24	48	Motor	Hand	..	..	3	..	A	GE dbl. eqpt	2	30	K	A	Taylor	S	2
Closed standard	A	2	2	Cross	38	76	Motor	Hand	..	2	..	..	A	GE dbl. eqpt	2	25	K	A	Baltimore	S	2
Closed standard	A	2	2	Cross	40	80	Motor	Hand	..	2	..	..									
Total passenger cars		11	11			336															
54. Elmira, Corning & Waverly:																					
Box	A	6	2	S & C	44	88	Motor	Air & hd	..	6	..	..	A	GE–87, quad. eqpt	32	60	M. U	A	Taylor	D	16
Express	B	1	...	.....	.....	.....	.....	.....	..	..	..	..	A	Wh–12–A, dbl. eqpt	4	30	K–2	A	Peckham	S	2
55. Troy & New England:																					
Standard box	A	4	4	Side	24	96	Motor	Hand	..	4	..	..	A	Wh–38–B, dbl. eqpt	20	50	S. P	A	Taylor	S	2
Standard open	A	4	4	Cross	45	180	Motor	Hand	..	..	..	..						A	Diamond	S	6
Standard trailer	A	3	3	Cross	40	120	N–mot.	Hand	..	..	..	..						A	Taylor	S	5
Total passenger cars		11	11			396															
56. P. Y., K. P. & Branchport:																					
10 bench open	A	4	4	Cross	50	200	Motor	Hand	..	..	..	..	A	Wh–12–A, sin. eqt	8	30	.....	A	Diamond	S	4
Closed	A	2	2	Side	32	64	Motor	Hand	..	2	..	..	A	Wh–38–B, sin. eqpt	8	45	.....	A	Taylor	D	3
																		A	Diamond	D	1
Total passenger cars		6	6			264															
Freight locomotives	A	2	2	.....	.....	.....	Motor	Air	..	2	..	..									

TABLE 208: CAR EQUIPMENT, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910 (*concluded*).

This table shows the particulars indicated by the headings regarding the car bodies, car motors, and car trucks to which the corporations named had title on June 30, 1910. The titles are classified into: A, owned; B, held under lease; C, held under some form of equipment trust; D, held under some other form of title.

The equipment described is for the corporation as a whole without regard to state lines. The corporations operating partly within and partly without the State of New York are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations during the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Operating corporation and type of car body.	Car bodies.												Car motors.				Car trucks.			
		Number each type.		Seats.					Number with vestibules.											
	Class.	Total.	Assigned to duty.	Arrangement.	Seating capacity per car.	Total seating capacity.	Motor or non-motor.	Kind of brakes.	Prepayment type.	Fully inclosed.	Front and one side.	Front only.	Class.	Type of car motor.	Number.	Hp. rating per motor.	Type of control.	Class.	Type of car truck.	Double or single.	Number.
57. Hornell Traction:																				
Semi-convertible	A	2	2	Cross	40	80	Motor	Hand	..	2	..	..	A	GE–67, sin. eqpt	4	38	K–10	A	Brill 27–G	S	4
Closed	A	4	4	Side	26	104	Motor	Hand	..	4	..	..	A	GE 52, sin. eqpt	16	27	K–10	A	Taylor	S	17
Closed	A	2	2	Side	26	52	Motor	Hand	..	2	..	..	A	Lorain–27, sin. eqpt	4	35	K–10	A	Brill	S	1
Closed	A	1	1	Side	26	26	Motor	Hand	..	1	..	..						A	Brill	S	2
Open	A	1	1	Side	26	26	Motor	Hand	..	..	..	..									
Open	A	1	1	Cross	65	65	Motor	Hand	..	..	..	..									
Passenger	A	1	1	Side	26	26	Motor	Hand	..	1	..	..									
Trailers	A	7	7	Side	26	182	N–mot	Hand	..	..	..	..									
Total passenger cars		19	19			561															
Snow-plow	A	1	...						..	..	..	..									
Work	A	1	...						..	..	..	..									
Work	A	1	...						..	..	..	..									
58. Eastern New York:																					
Combination	A	1	1	Cross	40	40	Motor	Hand	..	1	..	..	A	Wh–38–B, sin. eqpt	7	50	.....	A	Jackson & Sharpe	D	2
Freight	A	1	1				Motor	Air & hd	..	1	..	..						A	Brill 27–A	D	2
Box	A	4	4				N–mot	Hand	..	..	..	..								D	20
Flat	A	4	4				N–mot	Hand	..	..	..	..									
Snow	A	1	1				N–mot	Hand	..	..	..	..									
Center dump	A	2	...				N–mot	Hand	..	..	..	..									
59. Plattsburgh Traction:																					
Standard open	A	6	6	Cross	50	300	Motor	Hand	..	..	..	..	A	Wh–12–A, dbl. eqpt	24	30	S. P	A	Peckham, T. C	S	12
Standard open	A	2	...	Cross	26	52	Motor	Hand	..	..	..	..						A		S	2
Standard closed	A	4	4	Side	26	104	Motor	Hand	..	4	..	..									
Total passenger cars		12	10			456															
Flat	A	2	1				N–mot	Hand	..	..	..	..									
60. New Paltz, H. & Poughkeepsie:																					
Closed	A	6	...				Motor		..	..	..	6	..	Wh–49	...	.....	.....				
Closed	A	1	...				N–mot		..	..	..	1									
Open	A	8	...				Motor		..	..	..	..									
Open	A	2	...				N–mot		..	..	..	..									
Total passenger cars		17	...																		
Freight	A	1	...				Motor		..	..	..	..									
Freight	A	1	...				N–mot		..	..	..	..									
Snow-plows	A	1	...						..	..	..	..									
Sweepers	A	1	...						..	..	..	..									
Work	A	2	...						..	..	..	..									
61. Rochester & Manitou:																					
Open	A	5	5	Cross	45	225	Motor	Hand	..	..	..	..	A	K–10, dbl. eqpt	10	25	S. P	A	McGuire	S	4
Open	A	6	6	Cross	50	300	N–mot	Air	..	..	..	..	A	GE–800, quad. eqpt	4	25	S. P	A	Dupont	S	6
Semi-convertible	A	3	3	Cross	44	132	Motor	Air	..	..	3	..	A	GE–90, dbl. eqpt	2	50	S. P	A	Taylor	S	12
Total passenger cars		14	14			657							A	GE–1000, quad. eqpt	4	35	S. P	A	Brill 27–G	D	6
Box	A	1	1				Motor		..	..	..	..									
Trailers, flat	A	3	3				N–mot		..	..	..	..									
62. Hudson River & Eastern Tr:																					
Closed, vestibule, standard	A	2	2	Side	21	42	Motor	Hand	..	2	..	..	A	Wh–49, dbl. eqpt	4	35	M. U. & S. P	A	Peckham 7–B	S	2
Closed, vestibule, standard	A	1	1	Side	26	26	Motor	Hand	..	1	..	..	A	Wh–49, dbl. eqpt	2	35	M. U. & S. P	A	Peckham 7–B	S	1
Closed, vestibule, semi-convert	A	1	1	Cross	32	32	Motor	Hand	..	1	..	..	A	Wh–101–B, dbl. eqpt	2	40	M. U. & S. P	A	Brill 21–E	S	1
Total passenger cars		4	4			100															
63. Glen Cove:																					
15 bench open	A	1	1	Cross	75	75	Motor	Hand	..	..	..	..	A	Wh–108, dbl. eqpt	4	50	R	A	Brill 21–E	S	2
Closed	A	1	1	Cross	44	44	Motor	Hand	..	1	..	..	A	Wh–108, triple eqpt	6	50	R	A	Brill 27–E	D	4
Semi-convertible	A	2	2	Cross	32	64	Motor	Hand	..	2	..	..	A	Wh–108, ex. eqpt	1	50	R	A	Pedestal	S	1
Total passenger cars		4	4			183															
Sweeper		1	...				Motor	Hand	..	1	..	..									

64. John Johnston:																						
Standard closed	A	2	2	Side	22	44	Motor	Hand	..	2	..	..	A	GE–1000, dbl. eqpt	2	35	K–10	A	Peckham	S	2
67. Buffalo & Depew:																						
Box	A	5	2	Side	40	80	Motor	Hand	..	..	5	..	A	GE–57, dbl. eqpt	11	50	M. U.	A	14–B–3 Peckham	D	10
68. Nassau County:																						
Open	A	2	2	Cross	50	100	Motor	Hand	..	..	..	..	A	Wh–108–A.C.,dbl.eqt.	6	50	R.	A	Brill 21–E	S	3
Convertible	A	1	1	Cross	28	28	Motor	Hand	..	1	..	..										
Total passenger cars		3	3			128																
69. St. L. Intl. El. R. R. & L.:																						
Open standard	A	1	...	Cross	60	60	Motor	Air & hd	..	..	..	1	A	Lorain–27, quad. eqpt.	4	37½	R.	A	Stephenson	D	6
Combination	A	1	1	Side	30	30	Motor	Air & hd	..	1	..	..	A	Lorain–27, quad. eqpt.	4	37½	R.	A	Stephenson	S	1
													A	Lorain–27, dbl. eqpt.	2	37½	R.	A	Hicks Loco. Co.	D	4
Total passenger cars		2	1			90							A	Lorain–27, dbl. eqpt.	2	37½	R.	A		S	2
Closed freight	A	1	1				Motor	Air & hd	..	1	..	..										
Gondola freight	A	1	1				N–mot.	Air & hd	..	..	..	..										
Platform flat	A	1	1					Air & hd	..	..	..	..										
Service	A	2	1					Hand	..	..	..	..										
Plow closed	A	1	1				Motor	Air & hd	..	1	..	..										
71. Northport Traction:																						
Convertible	A	2	2	Cross	28	56	Motor	Hand	..	2	..	..	A	GE–67, dbl. eqpt	6	35	S. P.	A	Brill 21–E	S	3
Baggage	A	1	1				Motor	Hand	..	..	..	..						A	Pedestal	S	1
Baggage	A	1	1				N–mot.	Hand	..	..	..	..										
72. P. Smith's E. L. & P. & R.R.:																						
Combination	A	1	1	Cross	24	24	Motor	Air & hd	..	..	..	1	A	GE–74, sin. eqpt	4	65	GE	A	Brill 27–E–2	D	2
Steam coach	A	1	1	Cross	60	60	Motor	Air & hd	..	..	..	..						A	B–53	D	2
Gasoline	A	1	1	S & C	15	15	Motor		..	..	..	1										
Total passenger cars		3	3			99																
Open freight	A	1	...						..	..	..	..										
74. Adirondack Lakes' Traction:																						
Open	A	3	3	Cross	60	180	Motor	Hd. & el	..	..	..	..	A	Wh–38–B, dbl. eqpt	10	45	S. P.	A	St. Louis	S	4
Closed combination	A	1	1	Side	23	23	Motor	Hd. & el	..	..	1	..										
Total passenger cars		4	4			203																
Work	A	1	1				N–mot	Hand	..	..	..	..										
76. Port Jervis Traction:																						
Closed	A	1	1	Side	32	32	Motor	Hand	..	..	..	1	A	Wh–307, dbl. eqpt	2	40	K–36–B	A	Brill E–21	S	1
Open	A	2	...	Cross	40	80	Motor	Hand	..	..	..	..	A	GE–800, dbl. eqpt	4	25	K–2	A	Brill E–21	S	2
													A	GE–52, dbl. eqpt	2	30	K–10	A	Brill E–21	S	1
Total passenger cars		3	...			112							A	GE–100, dbl. eqpt	2	40	K–10					
77. Catskill Traction:																						
Open	A	6	6	Side			Motor	Hand	..	..	..	6	..	Wh–3, sin. eqpt	16	30		..	Peckham	S	2
Closed	A	4	4	Cross			Motor		..	..	..	..	..	GE–1000, sin. eqpt	8	35		..	Brill	S	7
Total passenger cars		10	10																			
Freight	A	1	1						..	..	..	..										
Flat	A	1	1						..	..	..	..										
78. Hoosick Falls:																						
Standard box	A	2	2	Side	28	56	Motor	Hand	..	2	..	..	A	Wh–49, dbl. eqpt	8	35	S. P.	A	Peckham 9–A	S	3
Standard box	A	1	...	Cross	24	24	Motor	Hand	..	1	..	..	A	Walker–25, dbl. eqpt.	2	25	S. P.	A	Taylor	S	2
Standard open	A	1	1	Cross	50	50	Motor	Hand	..	..	..	..	A	Wh–12–A, dbl. eqpt.	2	25	S. P.	A	Dorner & Dutton	S	2
Standard open	A	2	2	Cross	50	100	Motor	Hand	..	..	..	..	B	GE–1000, dbl. eqpt.	6	35	S. P.	A	Peckham	S	1
Standard open	B	3	3	Cross	45	135	Motor	Hand	..	..	..	..	B	GE–800, dbl. eqpt.	14	25	S. P.	B	Bemis, standard	S	4
Standard open	B	2	2	Cross	50	100	Motor	Hand	..	..	..	..	B	Wh–12–A, dbl. eqpt.	2	25	S. P.	B	Taylor	S	7
Standard box	B	2	...	Side	26	52	Motor	Hand	..	2	..	..										
Standard box	B	3	...	Side	30	90	Motor	Hand	..	3	..	..										
Total passenger cars		16	10			607																
Standard plow	B	1	...				Motor	Hand	..	..	..	..										
Standard plow	A	1	...				Motor	Hand	..	..	..	..										
Standard plow	A	1	1				N–mot		..	..	..	..										
Freight, standard	A	1	1				Motor	Hand	..	..	..	..										
Standard express	A	1	1				Motor	Air	..	1	..	..										

The following corporations report no details concerning equipment in service June 30, 1910:

8. Buffalo and Lake Erie Traction.
26. Niagara Gorge.
65. Electric City.
66. Newark and Marion.
70. Putnam and Westchester.
80. Shore Line Electric.

TABLE 209: OPERATING REVENUES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company. The revenues are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only. The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195. Figures in *italics* denote *losses* or *debits*.

Line No.	Operating revenues.	International. 1	New York State Railways. 2	United Traction. 3	Syracuse Rapid Transit. 4	Utica & Mohawk Valley. 5	Schenectady. 6	Crosstown Street of Buffalo. 7	Buffalo & Lake Erie. 8	Hudson Valley. 9	Yonkers. 10	Fonda, J. & G. 11	Rochester, Syracuse & E. 12	Westchester Electric. 13	Auburn & Syracuse. 14	Oneida. 15	Line No.
	Car revenues:																
1	Passenger	$4,652,716	$3,105,812	$1,986,027	$1,409,277	$1,126,093	$1,053,300	$872,534	$819,325	$497,568	$579,908	$534,665	$467,885	$487,097	$375,165	$372,701	1
2	Baggage	116	130	.....	.....	.....	.....	.....	.....	.....	.....	2,006	.....	.....	.....	45	2
3	Chartered car	15,026	3,783	2,411	1,311	3,458	2,905	2,193	4,012	4,771	445	481	1,069	2,238	2,267	629	3
4	Parlor and chair car	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	284	.....	4
5	Mail	1,841	611	1,499	588	847	586	156	963	2,619	800	.....	.....	540	.....	.....	5
6	Express	35,629	15,977	46,023	4,780	70,299	.....	.....	7,337	96,786	.....	940	47	.....	17,802	28,489	6
7	Milk	804	7,809	.....	720	308	.....	.....	2,206	.....	.....	.....	12	.....	1,305	1,007	7
8	Freight	72,969	22,756	.....	.....	.....	.....	.....	6,640	12,079	.....	.....	.....	.....	.....	.....	8
9	Switching	23,745	717	.....	.....	.....	.....	.....	.....	.....	.....	458	.....	.....	1,443	.....	9
10	Miscellaneous transportation	1,054	1,455	.....	514	429	554	5,230	.....	.....	.....	387	20,452	.....	240	227	10
11	Total revenues from transportation	$4,803,899	$3,159,051	$2,035,959	$1,417,189	$1,201,435	$1,057,345	$880,113	$840,483	$613,823	$581,153	$538,937	$489,464	$489,875	$398,505	$403,098	11
12	Advertising and other privileges	$31,071	$8,926	$14,727	$7,690	$4,221	$5,305	$7,382	$3,013	$2,495	.....	$3,853	$1,566	.....	$1,778	$151	12
13	Parcel room receipts	2,830	845	.....	.....	.....	.....	.....	239	.....	.....	.....	406	.....	.....	.....	13
14	Storage	57	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	14
15	Car service	240	8	.....	.....	.....	66	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Telephone and telegraph	.....	32	.....	.....	5,168	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	16
17	Rent of tracks and terminals	14,888	51,024	65,530	27,851	.....	32,556	.....	12,729	.....	.....	.....	80	.....	6,962	.....	17
18	Rent of equipment	905	180	746	.....	1,063	5,149	.....	.....	2	$300	40	3	.....	765	3,553	18
19	Rent of buildings and other property	3,398	4,702	42	.....	.....	3,460	.....	1,100	641	.....	1,140	493	$1,751	120	.....	19
20	Sale of power	1,796	25,986	.....	4,503	133	1,863	.....	425	.....	.....	5,717	11,200	5,295	3,272	1,444	20
21	Joint electric power revenue	4,687	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,426	.....	.....	.....	.....	21
22	Park and resort revenue	2,875	.....	.....	10,318	.....	5,846	.....	110	842	.....	.....	.....	.....	867	.....	22
23	Miscellaneous	720	179	.....	8,580	215	750	.....	6	.....	.....	.....	6	.....	36	.....	23
24	Total non-transportation revenues	$63,467	$91,883	$81,045	$58,942	$10,800	$54,996	$7,382	$17,652	$3,980	$300	$24,189	$13,754	$7,047	$13,800	$5,147	24
25	Total operating revenues	$4,867,366	$3,250,933	$2,117,004	$1,476,131	$1,212,235	$1,112,341	$887,495	$858,135	$617,803	$581,453	$563,126	$503,218	$496,922	$412,305	$408,245	25

Line No.	Western N. Y. & P. T. 16	Binghamton. 17	Syracuse, L. S. & N. 18	Buffalo, L. & R. (Corpn.) [1] 19	Buffalo, L. & R. (Recvrs.) [2] 19½	New York & S. 20	Elmira W., L. & R.R. 21	Albany Southern. [4] 22	Jamestown. 23	Otsego & Herkimer. 24	Orange County Traction. 25	Niagara Gorge. 26	Chautauqua Traction. 27	Kingston Consolidated. 28	P. C. & W. F. E. 29	Ithaca Street. 30	Syracuse & Suburban. 31	Geneva & Auburn. 32	Westchester Street. 33	Warren & Jamestown S. 34	Albany & Hudson. [5] 35	Line No.
1	$328,304	$335,969	$312,980	$31,194	$263,797	$261,085	$237,353	$121,817	$182,362	$148,313	$141,728	$159,979	$144,422	$146,549	$148,363	$101,687	$103,486	$93,467	$90,092	$79,938	$62,253	1
2	3,639	.....	.....	.....	.....	.....	.....	.....	.....	1,456	115	.....	975	.....	.....	.....	.....	.....	3	.....	.....	2
3	2,527	740	272	.....	184	2,200	602	76	255	1,340	1,417	847	115	74	215	436	998	179	182	48	10	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	246	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	2,146	339	.....	.....	.....	.....	880	1,386	320	4,185	507	651	1,825	474	294	200	591	.....	.....	.....	381	5
6	5,932	3,953	13,707	.....	.....	.....	4,554	2,248	1,620	3,139	720	3,065	5,675	.....	.....	.....	8,139	2,566	.....	1,534	609	6
7	1,467	.....	944	.....	.....	.....	.....	3,294	.....	6,468	1,970	.....	1,052	.....	.....	.....	4,340	.....	.....	.....	809	7
8	15,841	.....	.....	673	1,101	523	.....	34,390	550	37,364	13,221	5,604	11,233	.....	.....	.....	.....	.....	.....	8,541	9,376	8
9	.....	.....	.....	.....	.....	.....	.....	31	.....	311	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	2,712	.....	30	760	112	.....	.....	.....	4,632	.....	.....	.....	.....	.....	.....	.....	27	249	.....	10
11	$359,855	$341,000	$330,616	$31,866	$265,112	$264,568	$243,500	$163,242	$185,107	$202,822	$164,310	$170,146	$165,298	$147,097	$148,872	$102,323	$117,553	$96,212	$90,304	$90,309	$73,437	11
12	$1,532	$2,003	$1,446	$183	$1,593	$1,136	$1,200	$933	$900	$830	$825	$2,069	.....	$680	$941	$500	$524	$400	$985	.....	$501	12
13	67	.....	5	30	339	.....	.....	183	.....	59	.....	.....	.....	.....	.....	.....	191	.....	.....	.....	51	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	145	.....	118	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	11,389	54	484	154	8,604	.....	.....	.....	.....	.....	.....	.....	.....	.....	436	.....	.....	.....	.....	17
18	.....	.....	12	.....	2	.....	83	.....	16,296	.....	.....	.....	.....	.....	.....	1,080	.....	.....	1,224	.....	.....	18
19	.....	1,833	41	.....	.....	12	1,332	.....	120	338	.....	.....	.....	.....	.....	.....	.....	.....	.....	493	.....	19
20	2,811	120	753	.....	834	457	.....	.....	3,081	.....	114	.....	.....	81	.....	20,458	.....	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	13,488	.....	.....	.....	.....	.....	.....	2,678	.....	.....	9,954	.....	$464	5,649	.....	.....	.....	2,090	.....	.....	10,222	22
23	47	17	187	.....	5	.....	3,664	[3] 41,677	.....	23	.....	.....	.....	.....	332	.....	.....	21	.....	.....	.....	23
24	$17,946	$3,972	$13,834	$267	$3,258	$1,758	$14,884	$45,616	$20,397	$1,367	$10,893	$2,069	$464	$6,410	$1,273	$22,038	$1,152	$2,511	$2,209	$493	$10,796	24
25	$377,802	$344,972	$344,449	$32,133	$268,370	$266,326	$258,384	$208,858	$205,504	$204,189	$175,203	$172,215	$165,763	$153,507	$150,145	$124,361	$118,705	$98,723	$92,513	$90,802	$84,233	25

[1] Period of operations July 1, 1909, to August 6, 1909, date of receivership. [2] Period of operations August 6, 1909, date of receivership, to June 30, 1910. [3] Includes $41,515 receipts from Albany bridge. [4] Period of operations September 14, 1909, date of reorganization, to June 30, 1910. [5] Period of operations July 1, 1909, to September 14, 1909, date of reorganization.

Line No.	Cohoes. 36	T., W. P. & M. [6] 37	Cortland County Traction. 38	W. S. & A. T. 39	Black River Traction. 40	Rochester & Suburban. 41	Peekskill L. & R. R. 42	Wallkill Transit. 43	Buffalo Southern. 44	Elmira & S. L. T. 45	Syracuse & S. B. Electric. 46	Corning & P. P. S. 47	Fishkill Electric. 48	N. Y. & N. S. T. 49	Auburn & N. E. 50	Huntington. 51	Ogdensburg Street. 52	Buffalo & W. Electric. 53	Elmira, C. & W. [14] 54	Troy & New England. 55	P. Y., Keuka P. & B. 56	Hornell Traction [7] 57	Line No.
1	$83,244	$78,146	$69,589	$74,520	$76,846	$46,512	$65,006	$60,182	$63,052	$61,274	$52,208	$52,135	$52,782	$50,945	$43,524	$40,207	$35,687	$38,695	$36,118	$32,702	$18,776	$31,899	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	.....	.....	.....	.....	.....	.....	849	.....	2
3	.....	1,124	.....	58	.....	480	286	400	393	1,219	437	74	.....	180	128	239	60	152	167	849	25	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	.....	95	175	471	.....	169	408	.....	.....	.....	.....	.....	718	.....	.....	248	113	150	.....	.....	892	.....	5
6	.....	.....	.....	.....	.....	.....	236	1,578	84	1,533	704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	2,877	189	.....	.....	.....	.....	.....	.....	.....	.....	.....	77	.....	.....	.....	7
8	.....	.....	5,434	395	.....	.....	6,796	300	.....	.....	.....	.....	.....	.....	.....	1,820	.....	.....	.....	1,147	10,773	.....	8
9	.....	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107	.....	9
10	.....	.....	.....	.....	.....	1	.....	.....	68	932	104	.....	.....	.....	7	.....	.....	.....	.....	92	.....	.....	10
11	$83,244	$79,365	$75,288	$75,444	$76,846	$47,162	$72,731	$65,338	$63,785	$64,959	$53,453	$52,208	$53,500	$51,192	$43,659	$42,515	$35,859	$38,998	$36,362	$34,790	$31,422	$31,899	11
12	$409	.....	$400	$500	.....	.....	$280	$303	$400	.....	$230	$150	$187	$70	$17	$640	$237	$140	.....	$100	$29	$150	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	475	.....	16
17	.....	.....	.....	1,210	.....	$10,647	.....	.....	.....	.....	.....	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	$990	.....	60	.....	600	.....	.....	1,109	.....	49	.....	.....	.....	38	.....	.....	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	500	.....	.....	120	.....	942	152	.....	.....	.....	4,498	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106	1,175	.....	.....	16	.....	5,513	.....	.....	.....	138	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	239	.....	.....	.....	.....	.....	.....	440	.....	.....	.....	.....	21
22	.....	.....	392	.....	.....	14,266	.....	1,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	2,696	.....	.....	.....	.....	.....	353	.....	10	.....	.....	.....	.....	.....	.....	352	.....	.....	.....	.....	23
24	$409	$990	$3,488	$1,770	.....	$26,013	$280	$2,078	$1,982	.....	$1,576	$1,498	$187	$70	$71	$5,138	$5,750	$932	.....	$100	$643	$150	24
25	$83,653	$80,355	$78,776	$77,215	$76,846	$73,175	$73,011	$67,415	$65,767	$64,959	$55,029	$53,706	$53,687	$51,262	$43,730	$47,652	$41,609	$39,930	$36,362	$34,890	$32,064	$32,049	25

[6] Period of operations July 1, 1909, to December 8, 1909, effective date of sale to Westchester Street R. R. Co. and Shore Line Electric R. R. Co. [7] Period of operations October 6, 1909, date of consolidation, to June 30, 1910. [14] Revenues cover operations by respondent for the period from October 8, 1909, to June 30, 1910; prior to October 8th the property was operated by Waverly, Sayre & Athens Traction Co. under contract.

Line No.	Eastern New York. 58	Plattsburgh Traction. 59	N. P., H. & P. T. 60	R. & M. 61	Hudson River & E. T. 62	Glen Cove. 63	John Johnston 64	Electric City. 65	Newark & Marion. 66	Buffalo & Depew. 67	Nassau County. 68	St. L. E. R.R. & Land. 69	Putnam & W. T. 70	Northport Traction. 71	P. S. E. L. & P. & R.R. 72	H. & C. [8] 73	A. L. T 74	H. E. [8] 75	Port Jervis Traction. [9] 76	Catskill Traction. [10] 77	Hoosick Falls. [11] 78	Catskill Electric [12] 79	Shore Line Electric. [13] 80	Line No.
1	$6,024	$30,613	$27,319	$24,572	$23,150	$22,691	$22,392	$20,477	$5,354	$16,935	$15,401	$11,278	$11,989	$10,189	$4,548	$8,547	$6,499	$5,889	$3,941	$3,618	$1,455	$1,494	$1,056	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	547	.....	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	2
3	12	16	67	.....	.....	10	.....	15	.....	15	.....	.....	79	20	180	.....	.....	.....	.....	4	32	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	426	.....	498	.....	.....	.....	.....	.....	422	.....	250	555	.....	282	264	.....	.....	.....	.....	.....	.....	.....	.....	5
6	316	.....	320	.....	.....	.....	.....	.....	.....	.....	.....	480	34	.....	1,736	.....	.....	.....	.....	99	50	16	.....	6
7	268	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	24,934	.....	2,316	1,725	.....	.....	.....	.....	11,824	.....	.....	2,152	.....	848	3,262	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72	.....	12	.....	10
11	$31,992	$30,629	$30,519	$26,297	$23,150	$22,701	$22,392	$20,492	$17,601	$16,950	$15,651	$15,012	$12,102	$11,338	$10,004	$8,547	$6,499	$5,889	$3,941	$3,793	$1,537	$1,522	$1,056	11
12	.....	$231	.....	$155	$245	$129	.....	$144	.....	.....	$51	.....	.....	$120	.....	.....	.....	.....	.....	$38	$10	$37	.....	12
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$500	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	$24	.....	.....	.....	.....	144	.....	.....	.....	.....	.....	.....	247	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	813	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	$231	.....	$155	$245	$129	.....	$144	$24	.....	$51	.....	.....	$264	.....	.....	.....	$500	.....	$38	$1,069	$37	.....	24
25	$31,992	$30,860	$30,519	$26,452	$23,396	$22,830	$22,392	$20,636	$17,625	$16,950	$15,702	$15,012	$12,102	$11,602	$10,004	$8,547	$6,499	$6,389	$3,941	$3,831	$2,606	$1,559	$1,056	25

[8] Period of operations July 1, 1909, to October 6, 1909, on which date Hornellsville Electric Ry. Co. and Hornellsville & Canisteo Ry. Co. were consolidated into Hornell Traction Co. [9] Period of operations February 1, 1910, date of reorganization, to June 30, 1910. [10] Period of operations April 12, 1910, date of organization, to June 30, 1910. [11] Period of operations May 27, 1910, date of acquisition of property, to June 30, 1910. [12] Report covers period from February 12, 1910, to April 12, 1910, during which time road was operated by W. C. Wood. [13] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910.

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC

Part A: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state lines. The cor
vania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The expenses are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

Figures in *italics* denote *credits*.

L.No.	Expense account.	International. 1	N. Y. State Railways. 2	United Traction. 3	Syracuse R. T. 4	U. & M. Valley. 5	Schenectady. 6	L.No.
	Maintenance of way and structures:							
1	Superintendence	$10,100	$20,250	$5,830	$11,179	$5,589	$10,118	1
2	Ballast	$5,163	$10,269	$722	$1,023	$120	$348	2
3	Ties	33,008	30,514	1,208	5,364	11,128	11,433	3
4	Rails	15,613	24,239	4,744	16,201	17	464	4
5	Rail fastenings and joints	6,291	7,351	3,085	4,691	1,490	1,129	5
6	Special work	5,040	37,069	17,488	30,646	3,458	2,462	6
7	Underground construction	.....	.....	.....	.....	.....	.....	7
8	Roadway and track labor	58,865	92,200	20,336	34,891	22,933	12,608	8
9	Paving	74,756	33,188	35,670	28,257	6,131	3,123	9
10	Miscellaneous roadway and track expense	2,558	11,201	715	3,521	1,522	2,632	10
11	Roadway and track repairs (lines 2-10)	$201,294	$246,031	$83,967	$124,594	$46,799	$34,199	11
12	Cleaning and sanding tracks	$8,532	$6,775	$32,334	$9,677	$6,462	$7,308	12
13	Removal of snow, ice, and sand	16,951	19,253	15,583	9,445	15,839	10,831	13
14	Cleaning and sanding tracks and removing snow (lines 12, 13)	$25,483	$26,028	$47,917	$19,122	$22,301	$18,139	14
15	Repairs tunnels	.....	.....	.....	.....	.....	.....	15
16	Repairs elevated structures and foundations	.....	.....	.....	.....	.....	.....	16
17	Repairs bridges, trestles, and culverts	$6,968	$8,390	$1,578	$1,162	$2,107	$1,038	17
18	Repairs crossings, fences, and signs	1,581	3,688	453	309	1,575	1,003	18
19	Repairs signals and interlocking systems	316	538	438	2,181	596	1,079	19
20	Telephone and telegraph repairs	168	781	256	162	44	17	20
21	Other miscellaneous way expenses	1	*150*	.....	.....	.....	21	21
22	Other repairs of way (lines 15-21)	$9,035	$13,247	$2,725	$3,813	$4,322	$3,158	22
23	Pole and fixtures repairs	$3,335	$13,336	$1,616	$9,839	$4,346	$3,124	23
24	Underground conduit repairs	74	.....	.....	.....	.....	567	24
25	Transmission system repairs	761	2,940	.....	1,097	796	592	25
26	Distribution system repairs	19,468	22,154	19,837	35,259	11,330	7,206	26
27	Miscellaneous electric line expenses	.....	3,815	737	.....	.....	2,765	27
28	Repairs electric power line (lines 23-27)	$23,639	$42,245	$22,191	$46,195	$16,472	$14,253	28
29	Repairs buildings and structures	$7,927	$15,936	$5,510	$4,796	$5,285	$7,041	29
30	Other operations, Dr	.....	.....	.....	.....	.....	.....	30
31	Joint way and structures, Dr	1,573	.....	.....	.....	.....	.....	31
32	Other operations, Cr	.....	.....	.....	.....	.....	.....	32
33	Joint way and structures, Cr	*98*	.....	.....	.....	*367*	.....	33
34	Depreciation of way and structures	140,116	*63,723*	.....	.....	.....	.....	34
35	Total maintenance way and structures (lines 1-34)	$419,071	$300,015	$168,141	$209,699	$100,401	$86,907	35
	Maintenance of equipment:							
36	Superintendence	$12,154	$6,144	$3,672	$6,072	$5,820	$3,969	36
37	Repairs furnaces, boilers, and accessories	$3,769	$331	$3,468	$2,680	$3,636	.....	37
38	Repairs steam engines	455	52	488	712	2,094	.....	38
39	Repairs hydraulic power plant	296	.....	.....	.....	.....	.....	39
40	Repairs gas power equipment	.....	.....	.....	.....	.....	.....	40
41	Repairs power plant electric equipment	111	5	803	105	3,142	.....	41
42	Repairs miscellaneous power plant equipment	53	4	.....	236	548	.....	42
43	Repairs cable power equipment	.....	.....	.....	.....	.....	.....	43
44	Repairs power plant equipment (lines 37-43)	$4,685	$392	$4,759	$3,733	$9,419	.....	44
45	Repairs sub-station equipment	$20,431	$1,523	$3,301	$217	$125	$1,206	45
46	Repairs passenger and combination cars	$84,748	$90,883	$40,819	$61,460	$42,542	$37,315	46
47	Repairs freight, express, and mail cars	646	677	9	32	743	*668*	47
48	Repairs locomotives	146	.....	.....	.....	.....	.....	48
49	Repairs service cars	3,321	4,324	1,408	1,901	4,697	3,192	49
50	Repairs cars and locomotives (lines 46–49)	$88,862	$95,884	$42,235	$63,393	$47,982	$39,839	50
51	Repairs electric equipment of cars	$68,685	$59,757	$39,964	$31,815	$20,487	$24,085	51
52	Repairs electric equipment of locomotives	578	.....	.....	.....	.....	.....	52
53	Repairs car and locomotive electric equipment (lines 51, 52)	$69,263	$59,757	$39,964	$31,815	$20,487	$24,085	53
54	Repairs shop machinery and tools	$1,485	$1,231	$603	$479	$696	$996	54
55	Shop expenses	11,118	7,457	2,661	8,057	4,498	4,328	55
56	Repairs vehicles	1,574	1,815	411	989	1,014	127	56
57	Other miscellaneous equipment expenses	102	5	845	24	.....	.....	57
58	Miscellaneous equipment expenses (lines 54-57)	$14,279	$10,509	$4,520	$9,549	$6,208	$5,451	58
59	Other operations, Dr	.....	.....	.....	.....	.....	.....	59
60	Maintaining joint equipment, Dr	.....	.....	.....	.....	*$2,469*	.....	60
61	Other operations, Cr	.....	.....	.....	.....	.....	.....	61
62	Maintaining joint equipment, Cr	.....	.....	.....	.....	.....	.....	62
63	Depreciation of equipment	$225,789	$23,303	.....	.....	.....	.....	63
64	Total maintenance equipment (lines 36-63)	$435,464	$197,510	$98,451	$114,779	$87,572	$74,551	64

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

Interurban Railroad Operations of $500,000 and Upward.

porations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsyl-

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L.No.	Expense account.	International. 1	N. Y. State Railways. 2	United Traction. 3	Syracuse R. T. 4	U. & M. Valley. 5	Schenectady. 6	L.No.
	Traffic expenses:							
65	Superintendence and solicitation	$3,315	$6,902	$1,274	$296	$4,024	.....	65
66	Advertising	11,388	9,866	624	2,681	4,061	$2,552	66
67	Park and other attractions	2,469	3,700	.....	12,077	2,270	6,198	67
68	Miscellaneous traffic expenses	.....	3,810	547	2,577	1,030	.....	68
69	Total traffic expenses (lines 65-68)	$22,171	$24,277	$2,445	$17,631	$11,385	$8,751	69
	Transportation expenses:							
70	Superintendence	$70,957	$57,975	$43,212	$17,488	$14,778	$15,947	70
71	Power plant labor	14,946	5,622	1,948	6,681	30,052	.....	71
72	Sub-station labor	15,917	10,670	10,194	3,520	5,800	10,072	72
73	Fuel for power	26,732	1,063	931	21,872	96,539	.....	73
74	Water for power	$285	$183	.....	$654	$3,073	.....	74
75	Lubricants for power	669	67	*$864*	366	796	.....	75
76	Miscellaneous power plant supplies and expenses	1,611	328	1,757	875	1,651	.....	76
77	Sub-station supplies and expenses	3,543	1,091	843	2,443	571	$898	77
78	Horsepower, revenue car service	.....	.....	.....	.....	.....	.....	78
79	Other power supplies and expenses (lines 74-78)	$6,109	$19,024	$1,736	$36,412	$6,091	$898	79
80	Power purchased	$351,069	$451,205	$115,864	$113,129	.....	$135,281	80
81	Jointly produced power, Dr.	.....	.....	.....	.....	.....	.....	81
82	Power exchanged, balance	.....	*1,193*	.....	.....	.....	.....	82
83	Other operations, Dr.	.....	.....	.....	.....	.....	.....	83
84	Other operations, Cr.	.....	.....	.....	.....	.....	.....	84
85	Jointly produced power, Cr.	*3,669*	.....	.....	.....	*$35,812*	.....	85
86	Total power expenses (lines 71-85)	$411,105	$469,037	$130,673	$149,540	$102,671	$146,253	86
87	Passenger motormen	$434,572	$295,328	$258,112	$161,401	$110,234	$93,791	87
88	Passenger conductors	417,347	291,608	257,628	158,463	109,125	92,489	88
89	Horse car drivers	.....	.....	534	.....	320	.....	89
90	Other passenger trainmen	769	.....	2	389	6,231	667	90
91	Freight and express motormen and other trainmen	11,645	7,743	291	1,959	.....	.....	91
92	Conductors, motormen, and other trainmen (lines 87-91)	$864,333	$594,679	$516,567	$322,212	$225,910	$186,949	92
93	Miscellaneous car service employees	$18,530	$11,689	$36,769	$7,444	$458	$396	93
94	Miscellaneous car service expenses	43,025	46,439	18,449	20,737	17,977	12,201	94
95	Station employees	23,880	18,446	2,424	942	10,178	3,507	95
96	Station expenses	1,486	8,045	3,708	352	6,003	1,567	96
97	Car-house employees	57,797	56,770	31,612	44,858	30,440	24,985	97
98	Car-house expenses	7,400	9,524	3,126	2,712	1,715	3,597	98
99	Operation of signal and interlocking systems	4,821	.....	850	.....	261	1,601	99
100	Operation of telephone and telegraph systems	3,014	1,960	863	638	1,496	247	100
101	Express and freight collections and deliveries	7,394	3,763	.....	.....	7,551	.....	101
102	Loss and damage	162	120	7	8	296	.....	102
103	Other transportation expenses	3,131	2,939	316	271	125	997	103
104	Miscellaneous transportation expenses (lines 93-103)	$170,640	$159,691	$98,124	$77,964	$76,501	$49,099	104
105	Joint operation of cars, Dr.	.....	.....	.....	.....	.....	.....	105
106	Joint operation of cars, Cr.	.....	.....	.....	.....	.....	.....	106
107	Total expenses operation of cars (lines 87-106)	$1,034,973	$754,369	$614,691	$400,176	$302,411	$236,046	107
108	Total expenses conducting transportation (lines 70-106)	$1,517,034	$1,281,381	$788,577	$567,204	$419,860	$398,246	108
	General and miscellaneous expenses:							
109	Salaries and expenses, general officers	$48,548	$34,221	$17,281	$13,503	$13,990	$11,671	109
110	Salaries and expenses, general office clerks	32,174	46,872	28,803	13,859	17,021	13,348	110
111	General office supplies and expenses	11,391	10,943	3,981	5,576	4,508	2,123	111
112	General law expenses	14,771	11,765	5,328	2,744	1,682	1,775	112
113	Miscellaneous general expenses	17,286	12,576	2,898	4,600	5,116	3,923	113
114	General administration (lines 109-113)	$124,169	$116,377	$58,291	$40,282	$42,317	$32,840	114
115	Insurance	$42,756	$17,531	$6,019	$5,200	$8,312	$9,753	115
116	Relief department expenses	2,932	.....	500	988	2,247	.....	116
117	Pensions	.....	.....	.....	.....	.....	.....	117
118	General amortization	.....	.....	.....	.....	.....	.....	118
119	Accidents and damages	256,964	88,146	110,121	81,205	46,341	.....	119
120	Law expenses connected with damages	26,854	*20*	7,387	10,159	4,800	55,617	120
121	General stationery and printing	6,400	4,243	3,280	2,191	3,014	2,598	121
122	Store expenses	10,789	10,043	4,510	5,802	4,075	1,958	122
123	Stable expenses	6,292	5,610	8,977	4,560	6,098	1,220	123
124	Undistributed adjustment, balance	*4,053*	.....	.....	.....	.....	*1,254*	124
125	Other operations, Dr.	.....	.....	29,464	.....	.....	.....	125
126	Joint general expenses, Dr.	.....	.....	.....	.....	.....	.....	126
127	Other operations, Cr.	.....	.....	.....	.....	.....	.....	127
128	Joint general expenses, Cr.	.....	.....	.....	.....	*13,240*	.....	128
129	Total general and miscellaneous expenses (lines 109-128)	$473,104	$241,931	$228,548	$150,387	$103,955	$102,733	129
130	Total operating expenses	$2,866,844	$2,045,114	$1,286,162	$1,059,700	$723,172	$671,188	130
131	Average number miles of road operated	162.80	146.74	55.48	51.92	78.76	62.81	131
132	Average operating expenses per mile operated	$17,610	$13,937	$23,182	$20,410	$9,182	$10,686	132

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC RAIL

Part A: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state lines. The cor
vania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The expenses are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only. .
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in
Figures in *italics* denote *credits.*

L.No.	Expense account.	Crosstown Street. 7	Buffalo & Lake Erie T. 8	Hudson Valley. 9	Yonkers. 10	Fonda, J. & G. 11	Rochester, S. & E. 12	L.No.
	Maintenance of way and structures:							
1	Superintendence	$5,754	$1,115	$4,936	$8,485	$6,302	$11,056	1
2	Ballast	$762	$1,002	$50	$1,507	$1	$3,334	2
3	Ties	2,210	243	9,013	3,879	2,583	743	3
4	Rails	115	*198*	5,941	9,279	777	137	4
5	Rail fastenings and joints	3,328	131	1,690	574	.....	833	5
6	Special work	2,901	1,942	5,920	9,807	354	1	6
7	Underground construction	.....	.....	.....	.....	.....	.....	7
8	Roadway and track labor	22,253	19,954	26,970	30,879	13,436	18,217	8
9	Paving	33,915	1,593	7,994	25,778	5,009	1,209	9
10	Miscellaneous roadway and track expense	1,982	947	377	801	1,366	1,345	10
11	Roadway and track repairs (lines 2–10)	$67,466	$25,615	$57,955	$82,503	$23,526	$25,819	11
12	Cleaning and sanding tracks	$6,120	$4,239	$1,976	$3,686	$2,357	$530	12
13	Removal of snow, ice, and sand	11,363	18,274	12,328	339	6,338	2,821	13
14	Cleaning and sanding tracks and removing snow (lines 12, 13)	$17,483	$22,514	$14,304	$4,025	$8,695	$3,352	14
15	Repairs tunnels	.....	.....	.....	.....	.....	.....	15
16	Repairs elevated structures and foundations	.....	.....	.....	.....	.....	.....	16
17	Repairs bridges, trestles, and culverts	$56	$512	$2,881	.....	$1,685	$493	17
18	Repairs crossings, fences, and signs	259	705	1,149	.....	1,622	305	18
19	Repairs signals and interlocking systems	47	351	564	.....	.....	240	19
20	Telephone and telegraph repairs	4	993	840	$29	.....	713	20
21	Other miscellaneous way expenses	.....	1	5	584	608	.....	21
22	Other repairs of way (lines 15–21)	$365	$2,561	$5,438	$613	$3,915	$1,752	22
23	Pole and fixtures repairs	$1,223	$1,292	$1,172	$6,692	$2,969	$954	23
24	Underground conduit repairs	69	.....	.....	63	.....	.....	24
25	Transmission system repairs	260	1,409	732	1,078	319	221	25
26	Distribution system repairs	13,929	10,420	11,511	8,429	6,044	5,407	26
27	Miscellaneous electric line expenses	.....	2,973	3	62	1	67	27
28	Repairs electric power line (lines 23–27)	$15,481	$16,094	$13,417	$16,324	$9,333	$6,649	28
29	Repairs buildings and structures	$4,273	$844	$3,295	$2,670	$2,558	$2,450	29
30	Other operations, Dr	.....	.....	.....	.....	.....	.....	30
31	Joint way and structures, Dr	97	.....	.....	622	.....	.....	31
32	Other operations, Cr	.....	.....	.....	.....	.....	.....	32
33	Joint way and structures, Cr	.....	.....	.....	.....	.....	.....	33
34	Depreciation of way and structures	*17,863*	9,098	.....	.....	.....	.....	34
35	Total maintenance way and structures (lines 1–34)	$93,057	$77,839	$99,346	$115,242	$54,328	$51,077	35
	Maintenance of equipment:							
36	Superintendence	$2,214	$2,621	$990	$1,204	$1,670	$3,041	36
37	Repairs furnaces, boilers, and accessories	$1,055	$1,541	$186	.....	.....	$996	37
38	Repairs steam engines	127	440	20	.....	$2,816	3,137	38
39	Repairs hydraulic power plant	.....	.....	1,149	.....	.....	.....	39
40	Repairs gas power equipment	.....	.....	.....	.....	.....	.....	40
41	Repairs power plant electric equipment	26	27	770	.....	23	7	41
42	Repairs miscellaneous power plant equipment	10	30	87	.....	21	10	42
43	Repairs cable power equipment	.....	.....	.....	.....	.....	.....	43
44	Repairs power plant equipment (lines 37–43)	$1,218	$2,037	$2,212	.....	$2,860	$4,150	44
45	Repairs sub-station equipment	$4,137	$6	$750	$13	$183	$122	45
46	Repairs passenger and combination cars	$19,376	$35,783	$17,832	$26,942	.....	$10,594	46
47	Repairs freight, express, and mail cars	11	183	106	.....	$15,785	2	47
48	Repairs locomotives	.....	.....	571	.....	22	.....	48
49	Repairs service cars	811	3,143	2,117	549	686	1,279	49
50	Repairs cars and locomotives (lines 46–49)	$20,198	$39,109	$20,624	$27,490	$16,494	$11,875	50
51	Repairs electric equipment of cars	$12,796	$24,643	$25,260	$9,621	$8,017	$7,525	51
52	Repairs electric equipment of locomotives	.....	.....	60	.....	9	.....	52
53	Repairs car and locomotive electric equipment (lines 51, 52)	$12,796	$24,643	$25,320	$9,621	$8,026	$7,525	53
54	Repairs shop machinery and tools	$415	$950	$221	$1,090	.....	$192	54
55	Shop expenses	3,150	3,354	1,252	858	$713	948	55
56	Repairs vehicles	436	38	.....	2,001	.....	.....	56
57	Other miscellaneous equipment expenses	28	32	.....	.....	.....	1	57
58	Miscellaneous equipment expenses (lines 54–57)	$4,030	$4,374	$1,473	$3,949	$713	$1,141	58
59	Other operations, Dr	.....	.....	.....	.....	.....	.....	59
60	Maintaining joint equipment, Dr	.....	.....	.....	.....	.....	.....	60
61	Other operations, Cr	.....	*$190*	.....	.....	.....	.....	61
62	Maintaining joint equipment, Cr	.....	.....	.....	.....	.....	.....	62
63	Depreciation of equipment	$34,322	12,359	.....	.....	.....	.....	63
64	Total maintenance of equipment (lines 36–63)	$78,915	$84,959	$51,369	$42,277	$29,947	$27,854	64

ROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Interurban Railroad Operations of $500,000 and upward (*concluded*).

porations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsyl-

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L.No.	Expense account.	Crosstown Street. 7	Buffalo & Lake Erie T. 8	Hudson Valley. 9	Yonkers. 10	Fonda, J. & G. 11	Rochester, S. & E. 12	L.No.
	Traffic expenses:							
65	Superintendence and solicitation	$1,310	$5,559	$692	.....	$828	$914	65
66	Advertising	1,507	4,873	608	.....	1,539	5,866	66
67	Park and other attractions	.....	1,008	3,553	.....	60	.....	67
68	Miscellaneous traffic expenses	.....	272	.....	.....	.....	10	68
69	Total traffic expenses (lines 65–68)	$2,817	[1] $11,741	$4,853	.....	$2,426	$6,790	69
	Transportation expenses:							
70	Superintendence	$13,951	$12,755	$13,132	$8,207	$5,763	$3,409	70
71	Power plant labor	2,838	14,885	8,121	.....	15,377	14,724	71
72	Sub-station labor	2,844	10,591	7,488	4,417	5,628	8,117	72
73	Fuel for power	7,673	34,438	.....	.....	44,786	40,672	73
74	Water for power	$79	$848	$42	.....	.....	$228	74
75	Lubricants for power	177	1,281	186	.....	$3,316	311	75
76	Miscellaneous power plant supplies and expenses	186	1,761	364	.....	1,474	1,233	76
77	Sub-station supplies and expenses	735	298	409	$402	405	357	77
78	Horsepower, revenue car service	.....	.....	.....	.....	.....	.....	78
79	Other power supplies and expenses (lines 74–78)	$1,179	$4,188	$1,001	$402	$5,195	$65,644	79
80	Power purchased	$80,072	$56,565	$51,677	$18,493	.....	.....	80
81	Jointly produced power, Dr.	.....	9,384	.....	.....	.....	.....	81
82	Power exchanged, balance	.....	.....	.....	*13,734*	.....	.....	82
83	Other operations, Dr.	.....	.....	.....	.....	.....	.....	83
84	Other operations, Cr.	*1,028*	*2,178*	.....	.....	.....	.....	84
85	Jointly produced power, Cr.	.....	.....	.....	.....	$24,451	.....	85
86	Total power expenses (lines 71–85)	$93,578	$127,873	$71,278	$109,488	$95,437	$65,644	86
87	Passenger motormen	$103,300	$85,897	$38,694	$79,661	$32,808	$19,146	87
88	Passenger conductors	98,013	84,716	38,679	77,683	32,694	19,349	88
89	Horse car drivers	.....	.....	.....	.....	.....	.....	89
90	Other passenger trainmen	.....	.....	.....	.....	.....	358	90
91	Freight and express motormen and other trainmen	13	4,110	74,285	.....	407	54	91
92	Conductors, motormen, and other trainmen (lines 87–91)	$201,327	$174,724	$151,658	$157,344	$65,909	$38,908	92
93	Miscellaneous car service employees	$4,068	$2,085	$3,365	$1,690	$666	$132	93
94	Miscellaneous car service expenses	8,317	12,063	10,372	8,431	5,431	6,392	94
95	Station employees	10	7,501	1,243	.....	5,355	9,719	95
96	Station expenses	1	2,036	881	559	1,246	2,295	96
97	Car-house employees	13,452	15,901	9,773	10,196	11,369	7,004	97
98	Car-house expenses	1,786	359	1,863	633	652	700	98
99	Operation of signal and interlocking systems	267	25	125	.....	.....	.....	99
100	Operation of telephone and telegraph systems	1	93	201	.....	843	674	100
101	Express and freight collections and deliveries	8	9	71	.....	.....	7	101
102	Loss and damage	.....	8	.....	.....	150	.....	102
103	Other transportation expenses	734	681	359	1,494	173	50	103
104	Miscellaneous transportation expenses (lines 93–103)	$28,644	$40,762	$28,252	$23,004	$25,885	$26,972	104
105	Joint operation of cars, Dr.	.....	.....	.....	.....	.....	.....	105
106	Joint operation of cars, Cr.	.....	.....	.....	.....	.....	.....	106
107	Total expenses operation of cars (lines 87–106)	$229,971	$215,486	$179,909	$180,348	$91,794	$65,880	107
108	Total expenses conducting transportation (lines 70–106)	$337,500	$356,115	$264,319	$298,044	$192,994	$134,932	108
	General and miscellaneous expenses:							
109	Salaries and expenses, general officers	$10,788	$15,225	$8,313	[2] $17,388	$6,019	$1,701	109
110	Salaries and expenses, general office clerks	7,149	5,589	5,581	5,724	3,705	5,212	110
111	General office supplies and expenses	2,533	3,367	1,046	2,454	1,164	1,616	111
112	General law expenses	3,288	4,326	1,120	[3] 20,574	1,279	7	112
113	Miscellaneous general expenses	3,880	3,951	1,380	5,456	1,345	1,430	113
114	General administration (lines 109–113)	$27,637	$32,459	$17,439	$51,596	$13,513	$9,966	114
115	Insurance	$9,496	$6,546	$2,717	$3,924	$3,827	$5,160	115
116	Relief department expenses	652	.....	.....	.....	.....	.....	116
117	Pensions	.....	.....	.....	.....	.....	.....	117
118	General amortization	.....	.....	.....	.....	.....	.....	118
119	Accidents and damages	44,920	25,448	32,042	22,472	14,245	1,849	119
120	Law expenses connected with damages	5,822	.....	2,054	1,311	4,484	2	120
121	General stationery and printing	1,425	2,671	1,199	899	1,864	1,075	121
122	Store expenses	2,401	519	1,708	3,209	435	555	122
123	Stable expenses	1,401	593	.....	2,446	.....	.....	123
124	Undistributed adjustments, balance	*442*	.....	.....	.....	.....	.....	124
125	Other operations, Dr.	.....	.....	3,570	.....	.....	.....	125
126	Joint general expenses, Dr.	.....	.....	.....	.....	.....	.....	126
127	Other operations, Cr.	.....	.....	.....	.....	.....	.....	127
128	Joint general expenses, Cr.	.....	.....	.....	.....	.....	.....	128
129	Total general and miscellaneous expenses (lines 109–128)	$93,312	$68,235	$60,731	$85,858	$38,368	$18,608	129
130	Total operating expenses	$605,601	$598,889	$480,618	$541,421	$318,063	$239,261	130
131	Average number miles of road operated	51.84	130.09	117.39	27.85	52.74	[4] 76.09	131
132	Average operating expenses per mile operated	$11,682	$4,604	$4,094	$19,440	$5,103	$3,144	132

[1] So reported; details given total only $11,711.

[2] Includes $13,067 receiver's fees and expenses, and $2102 for receiver's extraordinary expenses.

[3] Includes $17,069 expenses of receiver's counsel.

[4] Operation of 21.74 miles of road was begun December 18, 1909.

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC RAIL

Part B: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state lines. The and Pennsylvania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company The expenses the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking

L. No.	Westchester Electric. 13	Auburn & Syracuse Electric. 14	Oneida. 15	Western New York & P. T. 16	Bingham-ton. 17	Syracuse, Lake Shore & N. 18	Buffalo, L. & R. (Corpn.) [5] 19	Buffalo, L. & R. (Receivers.) [6] 19½	New York & Stamford. 20	Elmira Water, L. & R. R. 21	Albany Southern. [8] 22	Jamestown Street. 23	L. No.
1	$2,905	$6,736	$1,309	$148	$935	$1,875	$248	$2,435	$1,664	$180	.....	.....	1
2	29,217	17,107	999	6,238	8,446	21,901	3,864	19,016	20,762	14,102	$6,817	$12,083	2
3	2,523	969	87	1,395	1,334	181	.....	458	2,829	1,752	34	901	3
4	887	3,096	2,354	1,829	1,168	3,396	.....	1,777	832	1,954	1,100	1,909	4
5	.....	886	134	1,367	3	2,187	186	2,541	1,796	20	1,400	64	5
6	10,296	8,431	9,318	2,787	2,344	5,892	986	9,514	3,756	1,766	1,000	2,870	6
7	1,108	1,035	1,871	284	1,560	1,880	78	1,674	2,032	219	952	1,352	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[9] 1,224	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	957	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	.....	.....	.....	565	.....	.....	.....	2,447	.....	.....	.....	.....	12
13	$46,935	$38,260	$16,070	$14,613	$15,790	$37,312	$5,363	$39,862	$33,671	$19,993	$13,482	$19,179	13
14	$580	$1,625	$3,053	$152	$1,613	$3,708	$128	$1,314	$760	$1,046	.....	.....	14
15	.....	1,615	.....	3,817	1,549	947	.....	.....	393	.....	$5,128	$2,367	15
16	88	1	265	189	732	50	62	1,166	.....	.....	579	.....	16
17	15,808	14,726	.....	10,960	10,230	10,019	284	6,517	9,597	7,588	8,650	7,334	17
18	9,560	7,974	14,178	4,845	9,494	5,354	277	2,311	5,158	8,594	11,555	3,508	18
19	312	1,345	2,799	1,025	237	2,885	41	774	498	465	812	732	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[9] 455	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*2,708*	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
24	.....	.....	.....	641	.....	.....	.....	2,201	.....	.....	.....	1,735	24
25	$26,348	$27,286	$20,296	$21,629	$23,855	$22,964	$792	$14,283	$16,406	$17,693	$24,471	$15,677	25
26	$21	$6,726	$7,128	$16,765	$9,808	$2,814	$431	$2,129	$1,057	$2,108	[10] $12,008	.....	26
27	$7,416	$2,493	$4,102	$2,108	$2,913	$1,662	$290	$938	$4,895	$2,419	$4,458	$1,849	27
28	.....	$12,907	.....	$4,504	$8,063	$1,026	.....	.....	$6,639	.....	$10,659	$6,559	28
29	$4,595	2,916	$6,695	3,255	1,469	4,474	$818	$6,873	.....	.....	4,976	.....	29
30	.....	19,455	.....	12,000	26,857	1,030	.....	.....	19,581	.....	24,852	25,548	30
31	.....	$22	.....	.....	$320	.....	.....	.....	$2,301	.....	.....	.....	31
32	.....	706	.....	$1,047	717	$32	.....	.....	408	.....	$1,181	$511	32
33	.....	852	$7	199	241	186	.....	.....	335	.....	471	94	33
34	$385	110	1,572	144	36	137	$17	$846	.....	.....	244	.....	34
35	.....	.....	.....	.....	.....	2,654	.....	.....	.....	.....	.....	.....	35
36	$385	$1,690	$1,579	$1,391	$1,314	$3,009	$17	$846	$3,044	.....	$1,896	$605	36
37	$101,981	$2,243	$49,190	.....	.....	$17,122	$1,875	$26,905	.....	$37,103	.....	.....	37
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
39	*1,472*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*$20,097*	.....	41
42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
43	$105,490	$39,210	$57,463	$21,150	$37,702	$56,663	$2,710	$34,625	$29,264	$37,103	$22,286	$32,712	43
44	$133,008	$66,304	$36,573	$48,815	$81,904	$49,708	$3,242	$27,124	$45,640	$62,420	$10,111	$44,604	44
45	.....	2,156	2,433	4,097	605	2,249	134	165	181	.....	4,226	.....	45
46	$4,315	$4,001	$6,843	$1,824	$1,882	$8,118	$222	$3,626	$2,659	$4,837	$1,276	$3,097	46
47	862	10,351	7,321	1,207	.....	8,559	1,651	14,226	478	.....	8,304	305	47
48	9,290	6,308	11,693	5,286	4,290	8,981	538	5,176	4,634	5,193	4,126	2,512	48
49	.....	498	235	17	.....	336	346	3,431	32	.....	.....	.....	49
50	.....	.....	5,047	5	.....	45	.....	.....	.....	.....	.....	.....	50
51	.....	12	125	49	.....	70	.....	.....	.....	.....	12	2	51
52	.....	.....	74	233	.....	64	46	606	229	51	162	.....	52
53	$14,467	$21,170	$31,340	$8,621	$6,173	$26,172	$2,803	$27,065	$8,032	$10,081	$13,880	$5,915	53
54	$9,611	.....	$3,812	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	$157,085	$89,630	$74,159	$61,533	$88,681	$78,130	$6,179	$54,355	$53,853	$72,500	$38,218	$50,519	56
57	$269,991	$131,334	$135,724	$84,790	$129,296	$136,455	$9,179	$89,917	$88,012	$112,022	$64,962	$85,080	57
58	$32,361	$9,417	$11,830	$14,095	$8,235	$10,788	$1,280	$17,056	$6,867	$5,119	$11,450	$4,104	58
59	4,446	1,485	1,463	1,184	406	3,716	57	514	1,168	390	388	821	59
60	503	.....	498	.....	1,136	631	3	2,533	39	460	1,054	.....	60
61	2,871	2,722	2,093	1,053	1,961	2,228	.....	948	1,038	3,358	2,049	.....	61
62	$40,182	$13,624	$15,885	$16,332	$11,738	$17,353	$1,340	$21,051	$9,113	$9,327	$14,941	$4,925	62
63	$2,275	$4,670	$2,050	$2,200	$2,450	$5,585	$438	$5,063	$4,248	$2,337	$1,883	$1,345	63
64	.....	210	114	.....	.....	.....	.....	.....	.....	.....	.....	.....	64
65	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,496	.....	.....	65
66	22,552	} 12,948	{ 14,879	5,424	3,600	11,669	1,128	8,447	} 780	{ 2,563	3,001	3,076	66
67	672		{ 2,219	977	1,626	5	501	1,481		{ 2,563	600	1,845	67
68	1,080	764	1,499	2,256	715	867	169	1,985	940	325	950	72	68
69	853	741	1,320	414	.....	750	145	1,447	1,080	.....	981	.....	69
70	1,507	1,027	1,570	2,334	1,377	115	.....	.....	3	.....	.....	1,220	70
71	.....	.....	.....	.....	.....	.....	*707*	*3,739*	.....	.....	.....	.....	71
72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[9] 370	.....	72
73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	459	.....	73
74	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
76	$69,123	$33,984	$39,536	$29,938	$21,505	$36,345	$3,015	$35,736	$16,164	$23,611	$23,186	$12,482	76
77	$412,418	$237,590	$218,754	$167,735	$200,254	$235,889	$18,779	$181,927	$155,311	$175,428	$138,109	$132,419	77
78	35.72	40.74	50.96	92.57	30.82	38.40	5.51	52.47	22.67	23.27	30.27	19.95	78
79	$11,546	$5,832	$4,293	$1,812	$6,496	$6,142	$3,408	$3,467	$6,851	$7,539	$4,562	$6,638	79

[5] Period of operations July 1, 1909, to August 6, 1909, date of receivership.
[6] Period of operations August 6, 1909, date of receivership, to June 30, 1910.
[8] Period of operations September 14, 1909, date of reorganization, to June 30, 1910.
[9] On account of Albany bridge.
[10] Includes $5443 expenses on account of Albany bridge.

ROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Interurban Railroad Operations from $100,000 to $500,000.

corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only. The corporations are named in on the basis of operating revenues, see page 195. Figures in *italics* denote *credits*.

L. No.	Item.	Otsego & Herkimer. 24	Orange County Traction. 25	Niagara Gorge. 26	Chautauqua Traction. 27	Kingston Consolidated. 28	Poughkeepsie C.&W.F.E. 29	Ithaca Street. 30	Syracuse & Suburban. 31	L. No.
	Maintenance of way and structures:									
1	Superintendence	$7,226	$428	.....	.....	$2,283	.....	$170	.....	1
2	Roadway and track repairs	13,608	9,392	$36,051	$6,366	39,418	$6,460	1,134	$3,356	2
3	Cleaning and sanding tracks	60	645	18	47	937	33	852	233	3
4	Removal of snow, ice, and sand	2,430	928	75	3,374	1,364	1,256	584	500	4
5	Other repairs of way	971	355	.....	191	.....	.....	.....	94	5
6	Repairs electric power lines	4,035	4,401	1,749	1,650	1,931	3,176	286	1,174	6
7	Repairs buildings and structures	672	291	366	99	199	109	384	301	7
8	Other operations, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	8
9	Joint way and structures, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	9
10	Other operations, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	10
11	Joint way and structures, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Depreciation way and structures	.....	2,000	*1,305*	3,888	*39,522*	270	1,680	.....	12
13	Total maintenance way and structures (lines 1–12)	$29,002	$18,440	$36,955	$15,614	$6,610	$11,303	$5,090	$5,657	13
	Maintenance of equipment:									
14	Superintendence	$1,327	$845	.....	.....	$1,119	.....	.....	.....	14
15	Repairs power plant equipment	83	1,046	.....	$98	527	$11	.....	$509	15
16	Repairs sub-station equipment	209	525	.....	64	.....	.....	$40	.....	16
17	Repairs cars and locomotives	6,065	6,029	$6,986	9,518	5,087	1,444	3,182	5,578	17
18	Repairs car and locomotive electric equipment	3,497	5,448	1,171	3,069	3,448	281	2,732	1,767	18
19	Miscellaneous equipment expenses	751	449	427	22	1,066	3	337	147	19
20	Other operations, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Maintaining joint equipment, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	21
22	Other operations, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Maintaining joint equipment, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	23
24	Depreciation of equipment	.....	1,500	2,149	3,588	601	8,152	2,100	.....	24
25	Total maintenance equipment (lines 14–24)	$11,931	$15,841	$10,734	$16,359	$11,849	$9,891	$8,391	$8,001	25
	Traffic expenses:									
26	Total traffic expenses	$4,666	$12,771	$12,118	$1,571	$8,776	$1,440	$3,088	$601	26
	Transportation expenses:									
27	Superintendence	$4,516	$3,538	$3,219	.....	$300	.....	$884	$558	27
28	Power plant labor	$4,907	$3,493	.....	.....	$4,686	.....	$2,681	$1,820	28
29	Sub-station labor	3,024	657	.....	$1,870	.....	.....	1,690	216	29
30	Fuel for power	14,585	7,466	.....	.....	$8,952	.....	.....	422	30
31	Water for power	.....	$351	.....	.....	.....	.....	.....	$107	31
32	Lubricants for power	$549	157	.....	$615	$675	.....	.....	39	32
33	Miscellaneous power plant supplies and expenses	93	124	.....	71	424	$1	$58	.....	33
34	Sub-station supplies and expenses	71	8	.....	163	.....	.....	132	.....	34
35	Horsepower revenue car service	.....	.....	.....	.....	.....	.....	.....	.....	35
36	Other power supplies and expenses (lines 31–35)	$713	$640	.....	$849	$1,099	$1	$191	$147	36
37	Power purchased	$29,827	$11,591	$7,375	$8,000	$562	$29,228	$22,837	$4,076	37
38	Jointly produced power, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	38
39	Power exchanged, balance	.....	.....	.....	.....	.....	.....	.....	.....	39
40	Other operations, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Other operations, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	41
42	Jointly produced power, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	42
43	Total power expenses (lines 28–42)	$53,056	$23,846	$7,375	$10,719	$15,299	$29,229	$27,398	$6,681	43
44	Passenger motormen, conductors, and trainmen	$19,891	$27,032	$15,112	$16,874	$28,933	$26,339	$28,825	$18,589	44
45	Freight and express motormen and other trainmen	8,223	3,227	1,579	3,763	.....	.....	.....	2,126	45
46	Miscellaneous car service employees and expenses	$3,571	$2,458	$1,632	$1,011	$706	$1,257	$1,497	$2,125	46
47	Station employees and expenses	10,361	1,284	3,296	6,318	.....	.....	.....	1,662	47
48	Car-house employees and expenses	3,826	1,098	1,301	1,295	2,093	3,874	2,066	2,748	48
49	Operation of signal and telephone systems	1,249	416	202	712	.....	.....	274	3	49
50	Express and freight collections and deliveries	.....	175	.....	.....	.....	.....	.....	167	50
51	Loss and damage	89	26	39	.....	.....	.....	.....	6	51
52	Other transportation expenses	248	.....	48	.....	3	.....	.....	36	52
53	Miscellaneous transportation expenses (lines 46–52)	$19,344	$5,458	$6,517	$9,336	$2,803	$5,130	$3,838	$6,748	53
54	Joint operation of cars, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	54
55	Joint operation of cars, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	55
56	Total expenses operation of cars (lines 44–55)	$47,458	$35,717	$23,209	$29,972	$31,735	$31,469	$32,663	$27,463	56
57	Total expenses conducting transportation (lines 27–55)	$105,030	$63,102	$33,803	$40,691	$47,334	$60,699	$60,946	$34,702	57
	General and miscellaneous expenses:									
58	General officers and general office clerks	$16,735	$8,393	$10,721	$4,385	$6,673	$13,595	$2,989	$4,833	58
59	General office supplies and expenses	552	157	1,093	152	62	18	1,537	1,268	59
60	General law expenses	159	255	163	24	300	.....	4,800	537	60
61	Miscellaneous general expenses	725	1,329	1,744	603	920	1,958	984	511	61
62	General administration (lines 58–61)	$18,172	$10,133	$13,721	$5,163	$7,954	$15,572	$10,311	$7,149	62
63	Insurance	$3,375	$2,810	$953	$994	$1,816	$882	$1,200	$3,308	63
64	Relief department and pensions	.....	873	.....	.....	.....	100	.....	.....	64
65	General amortization	.....	.....	.....	.....	.....	.....	.....	.....	65
66	Accidents and damages	623	2,854	3,467	77	1,044	5,672	.....	4,749	66
67	Law expenses connected with damages	.....	145	331	7	50	306	.....	700	67
68	General stationery and printing	1,136	343	.....	428	377	338	148	255	68
69	Store expenses	670	.....	.....	.....	.....	.....	.....	35	69
70	Stable expenses	.....	.....	.....	.....	322	373	230	.....	70
71	Undistributed adjustment, balance	.....	*2,606*	.....	.....	.....	.....	.....	.....	71
72	Other operations, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	72
73	Joint general expenses, Dr.	.....	.....	.....	.....	.....	.....	.....	.....	73
74	Other operations, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	74
75	Joint general expenses, Cr.	.....	.....	.....	.....	.....	.....	.....	.....	75
76	Total general and miscellaneous expenses (lines 58–75)	$23,975	$14,553	$18,472	$6,670	$11,563	$23,243	$11,889	$16,197	76
77	Total operating expenses	$174,605	$124,707	$112,081	$80,905	$86,132	$106,576	$89,404	$65,157	77
78	Average number miles of road operated	63.44	17.69	14.88	25.03	7.98	15.14	7.46	16.21	78
79	Average operating expenses per mile operated	$2,752	$7,044	$7,532	$3,232	$10,653	$7,039	$11,984	$4,020	79

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC RAIL

Part C: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state lines. The and Pennsylvania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The expenses are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in Figures in *italics* denote *credits*.

L. No.	Geneva & Auburn. 32	Westchester Street. [14] 33	Warren & Jamestown Street. 34	Albany & Hudson. [15] 35	Cohoes. 36	Tarrytown, White Plains & M. [15] 37	Cortland County Traction. 38	Waverly, Sayre & Athens Tr. 39	Black River Traction. 40	Rochester & Suburban. 41	L. No.
1	.....	$127	.....	.....	.....	$695	.....	.....	.....	$485	1
2	$6,017	3,112	$2,485	$6,145	$1,590	3,558	$9,374	$2,382	$2,937	5,769	2
3	1,170	1,327	614	.....	1,970	985	994	1,195	.....	568	3
4	275	17	.....	1,100	1,306	.....	375	.....	.....	218	4
5	1,338	1,207	378	500	562	1,952	2,187	698	325	1,357	5
6	48	47	434	386	13	215	766	1,197	.....	3,705	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	243	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	*7,583*	11
12	$8,848	$5,837	$3,909	$8,374	$5,441	$7,405	$13,696	$5,473	$3,262	$4,519	12
13	.....	$31	.....	.....	.....	$218	.....	.....	.....	$85	13
14	$1,624	127	$491	$1,421	.....	.....	$275	.....	.....	.....	14
15	.....	82	.....	191	.....	.....	.....	.....	.....	.....	15
16	2,893	2,774	3,935	3,276	$698	2,913	2,254	$4,103	.....	1,830	16
17	2,416	798	1,888	1,587	451	356	1,245	3,862	.....	19	17
18	155	1,367	153	98	.....	.....	503	2,230	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	291	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,085	23
24	$7,088	$5,178	$6,467	$6,282	$1,150	$3,487	$4,277	$10,195	.....	$3,019	24
25	$5,147	$37	$107	$9,047	$13	$75	$4,945	$46	.....	$6,196	25
26	$1,456	$2,503	$1,157	$1,283	$1,780	$2,133	$158	.....	$1,200	$1,200	26
27	$3,424	$925	$1,689	$3,022	.....	$748	$2,047	.....	.....	.....	27
28	.....	2,315	.....	1,258	.....	2,081	.....	.....	.....	.....	28
29	8,997	2,548	4,752	11,022	.....	1,685	4,531	.....	.....	.....	29
30	214	401	1,127	569	.....	177	291	.....	.....	.....	30
31	.....	24,517	.....	.....	$6,485	20,813	.....	$14,389	$36,000	$13,520	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	*6,978*	.....	.....	.....	.....	.....	.....	36
37	$12,635	$30,706	$7,568	$8,893	$6,485	$25,505	$6,869	$14,389	$36,000	$13,520	37
38	$17,426	$22,009	$8,214	$8,549	$27,050	$23,955	$12,908	$18,863	$18,207	$4,546	38
39	4,211	2,232	3,381	4,420	3,189	4,191	2,852	3,152	9,773	565	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	*4,382*	.....	.....	.....	.....	41
42	$21,637	$24,241	$11,594	$12,969	$30,239	$23,764	$15,760	$22,014	$27,981	$5,111	42
43	$35,729	$57,450	$20,319	$23,146	$38,504	$51,402	$22,787	$36,404	$65,181	$19,832	43
44	$9,033	$3,109	$6,569	$4,318	$1,761	$12,956	$2,067	$4,460	.....	$3,734	44
45	2,225	1,358	1,024	1,096	16	838	1,002	975	.....	2,976	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	2,400	1,754	2,830	7	6,996	2,027	1,847	1,319	$3,009	2,953	48
49	340	511	515	290	168	151	190	330	83	327	49
50	81	36	.....	185	50	101	.....	13	.....	185	50
51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	117	.....	.....	.....	.....	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	$14,079	$6,768	$10,938	$6,012	$8,991	$16,073	$5,107	$7,096	$3,092	$10,174	56
57	$70,891	$75,270	$41,741	$52,861	$54,099	$78,441	$50,811	$59,214	$71,535	[17] $43,749	57
58	15.86	11.81	21.50	7.83	3.59	9.98	15.92	11.85	10.00	5.87	58
59	$4,470	$6,373	$1,941	$6,751	$15,069	$7,860	$3,192	$4,997	$7,153	$7,453	59

[14] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910.
[15] Period of operations July 1, 1909, to September 14, 1909, date of reorganization.
[16] Period of operations July 1, 1909, to December 7, 1909, effective date of sale of property to Westchester Street R.R. Co. and Shore Line Electric R.R. Co.
[17] So reported, though $10 greater than the actual sum of the items given.

ROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Interurban Railroad Operations of Less than $100,000.

corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Peekskill Lighting & Railroad. 42	Wallkill Transit. 43	Buffalo Southern. 44	Elmira & Seneca Lake Traction. 45	Syracuse & South Bay Electric. 46	Corning & Painted Post Street. 47	L. No.
	Maintenance of way and structures:							
1	Superintendence	.....	$660	$865	.....	$683	$604	1
2	Roadway and track repairs	$3,849	8,050	4,194	$1,606	3,499	7,314	2
3	Cleaning and sanding tracks and removing snow	530	1,143	6,331	823	491	629	3
4	Other repairs of way	132	236	.....	.....	532	173	4
5	Repairs electric power line	1,130	1,740	502	252	206	1,160	5
6	Repairs buildings and structures	125	2,196	112	4	485	261	6
7	Other operations, Dr.	.....	.....	.....	.....	.....	.....	7
8	Joint way and structures, Dr.	.....	.....	525	.....	.....	.....	8
9	Other operations, Cr.	.....	.....	.....	.....	.....	.....	9
10	Joint way and structures, Cr.	*143*	.....	.....	.....	.....	.....	10
11	Depreciation way and structures	*1,739*	*12,225*	.....	.....	.....	*4,003*	11
12	Total maintenance way and structures (lines 1–11)	$3,834	$1,800	$12,530	$2,685	$5,896	$6,138	12
	Maintenance of equipment:							
13	Superintendence	.....	$622	$814	.....	$377	$550	13
14	Repairs power plant equipment	.....	128	574	$40	.....	.....	14
15	Repairs sub-station equipment	.....	.....	.....	.....	30	.....	15
16	Repairs cars and locomotives	$2,636	8,778	3,767	1,283	1,776	4,246	16
17	Repairs car and locomotive electric equipment	971	2,812	1,763	1,942	743	1,823	17
18	Miscellaneous equipment expenses	446	139	107	25	258	68	18
19	Other operations, Dr.	.....	.....	.....	.....	.....	.....	19
20	Maintaining joint equipment, Dr.	.....	.....	.....	.....	.....	.....	20
21	Other operations, Cr.	.....	.....	.....	.....	.....	.....	21
22	Maintaining joint equipment, Cr.	*1,073*	.....	.....	.....	.....	.....	22
23	Depreciation of equipment	1,683	*8,879*	.....	.....	.....	*3,698*	23
24	Total maintenance equipment (lines 13–23)	$4,664	$3,600	$7,025	$3,290	$3,184	$2,987	24
	Traffic expenses:							
25	Total traffic expenses	$562	$4,943	$167	$508	$731	$120	25
	Transportation expenses:							
26	Superintendence	$981	$610	$148	$433	$736	$550	26
27	Power plant labor	.....	$3,379	$5,042	$1,438	.....	.....	27
28	Sub-station labor	.....	.....	.....	.....	$1,405	.....	28
29	Fuel for power	.....	10,253	8,652	.....	.....	.....	29
30	Other power supplies and expenses	.....	1,176	1,620	60	178	.....	30
31	Power purchased	.....	.....	150	12,453	13,236	$6,958	31
32	Jointly produced power, Dr.	.....	.....	.....	.....	.....	.....	32
33	Power exchanged, balance	.....	.....	.....	.....	.....	.....	33
34	Other operations, Dr.	$7,436	.....	.....	.....	.....	.....	34
35	Other operations, Cr.	.....	.....	.....	.....	.....	.....	35
36	Jointly produced power, Cr.	.....	.....	.....	.....	.....	.....	36
37	Total power expenses (lines 27–36)	$7,436	$14,808	$15,465	$13,951	$14,879	$6,958	37
38	Conductors, motormen, and other trainmen	$15,730	$16,844	$17,724	$9,175	$7,543	$10,761	38
39	Miscellaneous transportation expenses	1,691	316	1,366	2,693	7,122	285	39
40	Joint operation of cars, Dr.	.....	.....	.....	.....	.....	.....	40
41	Joint operation of cars, Cr.	*289*	.....	.....	.....	.....	.....	41
42	Total expenses operation of cars (lines 38–41)	$17,133	$17,160	$19,090	$11,868	$14,665	$11,046	42
43	Total expenses conducting transportation (lines 26–41)	$25,550	$32,578	$34,702	$26,251	$30,280	$18,553	43
	General and miscellaneous expenses:							
44	General administration	$5,055	$3,634	$3,550	$1,823	$3,713	$2,206	44
45	Insurance	3,027	1,053	474	1,149	2,700	417	45
46	Relief department and pensions	.....	.....	.....	.....	.....	.....	46
47	General amortization	.....	600	.....	1,191	.....	.....	47
48	Injuries to persons and property	.....	2,513	203	1,614	1,871	3,060	48
49	General stationery and printing	206	20	49	54	81	92	49
50	Store and stable expenses	62	.....	.....	.....	213	.....	50
51	Undistributed adjustments, balance	*96*	.....	.....	.....	.....	.....	51
52	Other operations, Dr.	.....	.....	.....	.....	.....	.....	52
53	Joint general expenses, Dr.	.....	.....	.....	.....	.....	.....	53
54	Other operations, Cr.	.....	.....	.....	.....	.....	.....	54
55	Joint general expenses, Cr.	.....	.....	.....	.....	.....	.....	55
56	Total general and miscellaneous expenses (lines 44–55)	$8,253	$7,820	$4,279	$5,831	$8,579	$5,774	56
57	Total operating expenses	$42,864	$50,742	$58,702	$38,564	$48,670	$33,573	57
58	Average number miles of road operated	10.29	11.59	24.50	16.13	12.18	5.25	58
59	Average operating expenses per mile operated	$4,166	$4,378	$2,396	$2,391	$3,995	$6,394	59

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC RAIL

Part C: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state li nes. The and Pennsylvania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The expenses are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in Figures in *italics* denote *credits*.

L. No.	Fishkill Electric. 48	New York & North Shore Traction. 49	Auburn & Northern Electric. 50	Huntington. 51	Ogdensburg Street. 52	Buffalo & Williamsville Electric. 53	Elmira, Corning & Waverly. [18] 54	Troy & New England. 55	Penn Yan, Keuka Park & Branchport. 56	Hornell Traction. [19] 57	L. No.
1	.....	.....	$935	$10	.....	.....	$604	$423	.....	$240	1
2	$2,758	$608	2,434	4,567	$1,437	$1,033	2,100	1,204	$2,365	6,352	2
3	704	1,535	565	1,103	40	364	559	32	427	333	3
4	.....	43	442	1,059	.....	2	241	473	43	62	4
5	462	34	326	4,017	438	463	1,328	295	547	439	5
6	56	31	103	254	103	106	8	196	164	96	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	.....	.....	500	.....	2,534	.....	.....	.....	.....	11
12	$3,979	$2,251	$4,804	$11,511	$2,018	$4,502	$4,841	$2,622	$3,545	$7,521	12
13	.....	$628	.....	.....	.....	.....	$523	.....	.....	$131	13
14	.....	.....	.....	.....	$393	$817	.....	$191	$533	.....	14
15	.....	2	.....	$177	.....	.....	.....	10	.....	.....	15
16	$1,317	4,924	$581	2,910	1,942	810	2,105	217	2,718	812	16
17	2,147	1,147	146	1,879	736	501	1,074	877	235	572	17
18	476	344	.....	634	.....	93	230	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	1,000	.....	655	.....	.....	.....	.....	23
24	$3,940	$7,044	$727	$6,601	$3,071	$2,876	$3,933	$1,295	$3,487	$1,515	24
25	$718	$23	$581	$313	$330	.....	$10	$43	$810	.....	25
26	.....	$1,020	.....	$1,435	$800	$805	$523	$945	$626	$165	26
27	.....	.....	.....	.....	$743	$1,810	.....	$1,248	$1,763	.....	27
28	.....	$815	.....	$2,832	.....	.....	$2,214	.....	.....	.....	28
29	.....	.....	.....	.....	.....	4,229	.....	286	2,328	.....	29
30	.....	25	.....	326	57	295	304	5	111	.....	30
31	$12,576	20,336	$5,291	6,796	.....	3,004	8,239	1,080	.....	$4,584	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	152	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	$12,728	$21,176	$5,291	$9,954	$800	$9,339	$10,758	$2,619	$4,202	$4,584	37
38	$10,105	$9,851	$6,299	$9,978	$11,441	$8,255	$3,735	$4,230	$3,608	$7,495	38
39	858	2,282	1,137	2,253	683	1,973	972	1,971	1,945	1,227	39
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	$10,963	$12,133	$7,436	$12,231	$12,124	$10,227	$4,707	$6,201	$5,553	$8,722	42
43	$23,691	$34,329	$12,727	$23,620	$13,724	$20,370	$15,988	$9,765	$10,381	$13,472	43
44	$2,399	$572	$1,417	$44	$2,649	$1,492	$1,650	$481	$1,418	$2,004	44
45	2,100	1,062	290	92	228	72	396	310	584	343	45
46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
47	.....	.....	.....	.....	49	.....	.....	.....	.....	.....	47
48	.....	1,636	1,528	886	416	773	298	1,340	.....	82	48
49	.....	268	25	85	83	49	177	94	.....	53	49
50	.....	.....	.....	.....	.....	.....	.....	28	.....	.....	50
51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	$4,499	$3,537	$3,261	$1,107	$3,426	$2,385	$2,521	$2,253	$2,002	$2,481	56
57	$36,827	$47,186	$22,100	$43,152	$22,568	$30,133	[18] $34,614	$15,978	$20,226	$24,989	57
58	6.79	16.48	9.70	18.60	9.5	8.89	[20] 17.37	8.10	8.50	6.91	58
59	$5,424	$2,863	$2,278	$2,320	$2,376	$3,389	$1,993	$1,972	$2,379	$3,616	59

[18] The expenses detailed apply to the operations by respondent from October 8, 1909, to June 30, 1910; prior to that time its railroad was operated by Waverly, Sayre & Athens Traction Co. under an operating contract, and the expenses to respondent of such operation, $7322, is included in the total of operating expenses. [19] Period of operations October 6, 1909, date of consolidation, to June 30, 1910. [20] Number of miles operated at close of year; average for the year not reported.

ROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

Interurban Railroad Operations of Less than $100,000 (*continued*).

corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Eastern New York. 58	Plattsburgh Traction. 59	New Paltz, Highland & P. T. 60	Rochester & Manitou. 61	Hudson River & E. T. 62	Glen Cove. 63	L. No.
	Maintenance of way and structures:							
1	Superintendence	.....	.....	.....	$972	.....	.....	1
2	Roadway and track repairs	$4,612	$1,752	.....	2,659	$949	$476	2
3	Cleaning and sanding tracks and removing snow	1,038	521	.....	29	402	565	3
4	Other repairs of way	.....	.....	.....	1,622	.....	.....	4
5	Repairs electric power line	304	376	.....	686	244	1,650	5
6	Repairs buildings and structures	351	109	.....	231	5	.....	6
7	Other operations, Dr.	.....	.....	.....	.....	.....	.....	7
8	Joint way and structures, Dr.	.....	.....	.....	.....	.....	.....	8
9	Other operations, Cr.	.....	.....	.....	.....	.....	.....	9
10	Joint way and structures, Cr.	.....	.....	.....	.....	.....	.....	10
11	Depreciation way and structures	.....	.....	.....	1,225	*402*	200	11
12	Total maintenance way and structures (lines 1–11)	$6,304	$2,759	$3,718	$7,425	$1,198	$2,891	12
	Maintenance of equipment:							
13	Superintendence	.....	.....	.....	$496	.....	.....	13
14	Repairs power plant equipment	.....	.....	.....	.....	.....	.....	14
15	Repairs sub-station equipment	.....	.....	.....	.....	.....	$52	15
16	Repairs cars and locomotives	$451	$603	.....	902	$837	1,380	16
17	Repairs car and locomotive electric equipment	1,189	206	.....	563	1,144	439	17
18	Miscellaneous equipment expenses	.....	20	.....	59	98	618	18
19	Other operations, Dr.	.....	.....	.....	.....	.....	.....	19
20	Maintaining joint equipment, Dr.	.....	.....	.....	.....	.....	.....	20
21	Other operations, Cr.	.....	.....	.....	.....	.....	.....	21
22	Maintaining joint equipment, Cr.	.....	.....	.....	.....	.....	.....	22
23	Depreciation of equipment	.....	.....	.....	419	*391*	500	23
24	Total maintenance equipment (lines 13–23)	$1,640	$829	$3,995	$2,439	$1,689	$2,989	24
	Traffic expenses:							
25	Total traffic expenses	.....	$79	$2,644	$1,638	.....	$37	25
	Transportation expenses:							
26	Superintendence	$925	$773	$1,500	$464	$673	$225	26
27	Power plant labor	$1,078	.....	.....	.....	.....	.....	27
28	Sub-station labor	.....	.....	.....	.....	.....	.....	28
29	Fuel for power	.....	.....	.....	.....	.....	.....	29
30	Other power supplies and expenses	421	.....	.....	$13	.....	.....	30
31	Power purchased	3,311	$2,077	.....	3,575	$8,279	$3,470	31
32	Jointly produced power, Dr.	.....	.....	.....	.....	.....	.....	32
33	Power exchanged, balance	.....	.....	.....	.....	.....	.....	33
34	Other operations, Dr.	.....	.....	.....	.....	.....	.....	34
35	Other operations, Cr.	.....	.....	.....	.....	.....	.....	35
36	Jointly produced power, Cr.	.....	.....	.....	.....	.....	.....	36
37	Total power expenses (lines 27–36)	$4,810	$2,077	$6,680	$3,588	$8,279	$3,470	37
38	Conductors, motormen, and other trainmen	$2,729	$4,630	.....	$4,178	$10,316	$6,782	38
39	Miscellaneous transportation expenses	1,885	1,366	.....	2,119	1,058	487	39
40	Joint operation of cars, Dr.	.....	.....	.....	.....	.....	.....	40
41	Joint operation of cars, Cr.	.....	.....	.....	.....	.....	.....	41
42	Total expenses operation of cars (lines 38–41)	$4,614	$5,995	$2,842	$6,298	$11,374	$7,269	42
43	Total expenses conducting transportation (lines 26–41)	$10,349	$8,845	$11,022	$10,349	$20,326	$10,965	43
	General and miscellaneous expenses:							
44	General administration	$3,536	$4,161	.....	$1,013	$1,638	$4	44
45	Insurance	600	283	.....	355	.....	82	45
46	Relief department and pensions	.....	.....	.....	.....	.....	.....	46
47	General amortization	.....	.....	.....	.....	.....	.....	47
48	Injuries to persons and property	3	613	.....	395	1,024	301	48
49	General stationery and printing	57	152	.....	97	62	27	49
50	Store and stable expenses	.....	.....	.....	.....	.....	.....	50
51	Undistributed adjustments, balance	.....	.....	.....	.....	127	.....	51
52	Other operations, Dr.	.....	.....	.....	.....	.....	.....	52
53	Joint general expenses, Dr.	.....	.....	.....	.....	.....	.....	53
54	Other operations, Cr.	.....	.....	.....	.....	.....	.....	54
55	Joint general expenses, Cr.	.....	.....	.....	.....	.....	.....	55
56	Total general and miscellaneous expenses (lines 44–55)	$4,196	$5,209	[20] $10,716	$1,860	$2,851	$414	56
57	Total operating expenses	$22,489	$17,721	$32,095	$23,712	$26,065	$17,297	57
58	Average number miles of road operated	12.00	6.56	9.02	7.25	2.73	3.28	58
59	Average operating expenses per mile operated	$1,874	$2,701	$1,188	$3,271	$9,548	$5,273	59

[20] Erroneously includes " Payment of over four years' back salaries to president and treasurer ".

TABLE 210: OPERATING EXPENSES, OPERATING ELECTRIC RAIL

Part C: Corporations Having Revenues from Street and

The figures given are for the street and interurban railroad operations of the respondent as a whole; they are not segregated according to state lines. The
and Pennsylvania Traction Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.
The expenses are classified in accordance with the officially prescribed uniform system of accounts and are shown to the nearest dollar only.
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in
Figures in *italics* denote *credits*.

L. No.	John Johnston. 64	Electric City. 65	Newark & Marion. 66	Buffalo & Depew. 67	Nassau County. 68	St. Lawrence International E. R.R. & L. 69	Putnam & Westchester Traction. 70	Northport Traction. 71	Paul Smith's Elec. Lt. & P. & R.R. 72	Hornellsville & Canisteo. [22] 73	L. No.
1	.....	$128		.....	$16	$192	.....	.....	.....	$74	1
2	$27	832	$2,765	$3,195	276	867	$378	$2,063	$1,949	560	2
3	.....	239		1,552	477	227	1	76	68	.....	3
4	.....	162	.....	.....	56	117	4	28	.....	35	4
5	866	284	.....	41	209	173	77	563	265	14	5
6	.....	97	.....	168	183	121	.....	28	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	.....	.....	.....	.....	.....	.....	130	.....	17	.....	8
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11	.....	390	.....	.....	200	.....	210	200	300	.....	11
12	$893	$2,132	$2,765	$4,956	$1,417	$1,697	$800	$2,958	$2,598	$683	12
13	.....	$96	.....	.....	.....	$50	.....	.....	.....	$17	13
14	.....	.....	.....	$136	.....	693	.....	.....	.....	.....	14
15	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	15
16	$250	678	$1,601	307	$667	219	.....	$543	$230	120	16
17	.....	897	.....	662	452	104	.....	370	4	66	17
18	.....	.....	.....	256	507	20	.....	15	6	5	18
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	$1,073	.....	.....	.....	20
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	.....	.....	.....	500	.....	.....	500	150	.....	23
24	$250	$1,737	$1,601	$1,361	$2,126	$1,086	$1,073	$1,428	$390	$208	24
25	.....	$193	.....	.....	$25	$49	$216	$21	.....	.....	25
26	$528	$531	.....	$1,520	$302	$178	.....	$228	.....	$21	26
27	.....	.....	.....	$2,308	.....	$1,144	.....	.....	.....	.....	27
28	.....	$42	.....	.....	.....	.....	.....	.....	.....	.....	28
29	.....	.....	$1,214	5,256	.....	2,000	.....	.....	.....	.....	29
30	.....	27	.....	784	.....	226	.....	.....	.....	.....	30
31	$5,295	2,128	.....	.....	$1,711	.....	$3,440	$3,820	.....	$644	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
34	.....	.....	.....	.....	.....	.....	.....	.....	$732	.....	34
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
37	$5,295	$2,198	$1,214	$8,348	$1,711	$3,370	$3,440	$3,820	$732	$644	37
38	$9,394	$3,692	.....	$4,492	$3,776	$1,646	$3,120	$3,647	$1,213	$933	38
39	.....	1,247	.....	1,112	643	150	8	180	104	153	39
40	.....	.....	.....	.....	.....	.....	289	.....	.....	.....	40
41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
42	$9,394	$4,939	$7,397	$5,604	$4,420	$1,796	$3,416	$3,827	$1,317	$1,086	42
43	$15,217	$7,669	$8,611	$15,472	$6,433	$5,344	$6,856	$7,875	$2,049	$1,751	43
44	$626	$675	$1,079	$260	$4	$930	$110	$3	$1,212	$427	44
45	.....	232	.....	924	17	66	.....	39	42	131	45
46	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	46
47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
48	484	1,188	.....	616	52	.....	.....	10	.....	.....	48
49	3	35	.....	.....	24	45	.....	24	139	.....	49
50	.....	93	.....	.....	.....	.....	.....	.....	.....	.....	50
51	.....	*11*	.....	.....	.....	.....	.....	.....	.....	.....	51
52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	$1,112	$2,229	$1,079	$1,801	$97	$1,040	$110	$76	$1,393	$558	56
57	$17,473	$13,959	$14,056	$23,589	$10,098	$9,216	$9,054	$12,358	$6,430	$3,201	57
58	4.46	2.42	9.19	6.69	1.55	7.50	4.14	2.69	7.00	5.82	58
59	$3,918	$5,768	$1,529	$3,526	$6,515	$1,229	$2,187	$4,593	$904	$550	59

[22] Period of operations July 1, 1909, to October 6, 1909, effective date of consolidation into Hornell Traction Co.

ROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

Interurban Railroad Operations of Less than $100,000 (*concluded*).

corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York

alphabetic order and their ranking on the basis of operating revenues, see page 195.

L. No.	Item.	Adirondack Lakes' Traction. 74	Hornellsville Electric. [22] 75	Port Jervis Traction. [23] 76	Catskill Traction. [24] 77	Hoosick Falls. [25] 78	Catskill Electric. [26] 79	Shore Line Electric. [27] 80	L. No.
	Maintenance of way and structures:								
1	Superintendence	.....	$46	.....	$83	$18	$28	.....	1
2	Roadway and track repairs	$1,119	435	$4	137	4,502	147	.....	2
3	Cleaning and sanding tracks and removing snow	56	19	406	.....	.....	205	$26	3
4	Other repairs of way	40	20	.....	.....	20	.....	.....	4
5	Repairs electric power line	154	16	.....	122	126	9	.....	5
6	Repairs buildings and structures	.....	11	5	13	.....	8	.....	6
7	Other operations, Dr	.....	.....	.....	.....	.....	.....	.....	7
8	Joint way and structures, Dr	.....	.....	.....	.....	.....	.....	.....	8
9	Other operations, Cr	.....	.....	.....	.....	.....	.....	.....	9
10	Joint way and structures, Cr	.....	.....	.....	.....	.....	.....	.....	10
11	Depreciation way and structures	.....	.....	.....	.....	.....	.....	.....	11
12	Total maintenance way and structures (lines 1–11)	$1,368	$547	$416	$355	$4,667	$397	$26	12
	Maintenance of equipment:								
13	Superintendence	.....	$17	.....	$83	$10	$28	.....	13
14	Repairs power plant equipment	.....	.....	.....	15	42	3	.....	14
15	Repairs sub-station equipment	.....	.....	.....	.....	.....	.....	.....	15
16	Repairs cars and locomotives	$264	343	$212	367	116	105	.....	16
17	Repairs car and locomotive electric equipment	175	127	312	303	39	114	.....	17
18	Miscellaneous equipment expenses	9	10	12	14	6	20	.....	18
19	Other operations, Dr	.....	.....	.....	.....	.....	.....	.....	19
20	Maintaining joint equipment, Dr	.....	.....	.....	.....	.....	.....	.....	20
21	Other operations, Cr	.....	.....	.....	.....	.....	.....	.....	21
22	Maintaining joint equipment, Cr	.....	.....	.....	.....	.....	.....	.....	22
23	Depreciation of equipment	.....	.....	.....	.....	.....	.....	.....	23
24	Total maintenance equipment (lines 13–23)	$448	$497	$537	$783	$213	$270	.....	24
	Traffic expenses:								
25	Total traffic expenses	$780	.....	.....	$83	$30	.....	.....	25
	Transportation expenses:								
26	Superintendence	$508	$25	.....	.....	$133	$28	.....	26
27	Power plant labor	.....	.....	.....	.....	$314	.....	.....	27
28	Sub-station labor	.....	.....	.....	.....	.....	.....	.....	28
29	Fuel for power	.....	.....	.....	.....	435	.....	.....	29
30	Other power supplies and expenses	.....	.....	.....	.....	.....	.....	.....	30
31	Power purchased	$1,905	$874	$800	$1,324	.....	.....	.....	31
32	Jointly produced power, Dr	.....	.....	.....	.....	.....	.....	.....	32
33	Power exchanged, balance	.....	.....	.....	.....	.....	.....	.....	33
34	Other operations, Dr	.....	.....	.....	.....	.....	.....	.....	34
35	Other operations, Cr	.....	.....	.....	.....	.....	.....	.....	35
36	Jointly produced power, Cr	.....	.....	.....	.....	.....	.....	.....	36
37	Total power expenses (lines 27–36)	$1,905	$874	$800	$1,324	$749	$28	.....	37
38	Conductors, motormen, and other trainmen	$1,897	$1,893	$1,761	$683	$485	$294	$1,826	38
39	Miscellaneous transportation expenses	325	147	176	136	65	84	.....	39
40	Joint operation of cars, Dr	.....	.....	.....	.....	.....	.....	.....	40
41	Joint operation of cars, Cr	.....	.....	.....	.....	.....	.....	.....	41
42	Total expenses operation of cars (lines 38–41)	$2,223	$2,039	$1,937	$819	$550	$378	.....	42
43	Total expenses conducting transportation (lines 26–41)	$4,636	$2,939	$2,737	$2,225	$1,432	$406	$1,826	43
	General and miscellaneous expenses:								
44	General administration	$57	$394	$1,256	$132	$74	$70	.....	44
45	Insurance	101	56	79	.....	94	.....	.....	45
46	Relief department and pensions	.....	.....	.....	.....	.....	.....	.....	46
47	General amortization	.....	.....	.....	.....	.....	.....	.....	47
48	Injuries to persons and property	.....	50	.....	60	45	.....	$2	48
49	General stationery and printing	24	.....	120	25	15	.....	.....	49
50	Store and stable expenses	.....	.....	.....	.....	.....	.....	.....	50
51	Undistributed adjustments, balance	.....	.....	.....	.....	.....	.....	.....	51
52	Other operations, Dr	.....	.....	.....	.....	.....	.....	.....	52
53	Joint general expenses, Dr	.....	.....	.....	.....	.....	.....	.....	53
54	Other operations, Cr	.....	.....	.....	.....	.....	.....	.....	54
55	Joint general expenses, Cr	.....	.....	.....	.....	.....	.....	.....	55
56	Total general and miscellaneous expenses (lines 44–55)	$182	$500	$1,455	$217	$227	$70	$2	56
57	Total operating expenses	$7,411	$4,483	$5,145	$3,581	$6,568	$1,142	$1,855	57
58	Average number miles of road operated	1.61	1.30	1.29	1.13	.68	.86	.82	58
59	Average operating expenses per mile operated	$4,605	$3,448	$3,988	$3,169	$9,659	$1,328	$2,262	59

[22] Period of operations July 1, 1909, to October 6, 1909, effective date of consolidation into Hornell Traction Co. [23] Period of operations February 1, 1910, effective date of reorganization, to June 30, 1910. [24] Period of operations April 12, 1910, date of acquisition of property of former Catskill Electric Ry. Co., to June 30, 1910. [25] Period of operations May 27, 1910, date of acquisition of property, to June 30, 1910. [26] Report covers period from February 12, 1910, to April 12, 1910, during which time road was operated by W. C. Wood. [27] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910.

TABLE 211: OPERATING STATISTICS, OPERATING ELECTRIC

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The cor Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens
The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in

Corporation No.	Average number miles of road.	Total number revenue car-miles.	Average operating revenues per mile of road.	Average operating expenses per mile of road.	Operating ratio.	Average car earnings per revenue car-mile.	Average expenses.			Revenue passenger service.					Corporation No.
							Maintenance of way and structures.		Maintenance of equipment per revenue car-mile.	Regular revenue car-miles.		Passenger fares.			
							Per mile of track.	Per revenue car-mile.		Per mile of road.	Per car hour.	Amount, cash and ticket.	Number.	Average fare.	
			Dolls.	*Dolls.*	*Per cent*	*Cents*	*Dolls.*	*Cents*	*Cents*			*Dolls.*		*Cents*	
1	162.80	17,295,269	29,898	17,610	58.89	27.78	1,572	2.42	2.52	104,653	9.35	4,652,716	85,297,660	5.44	1
2	146.74	11,260,484	22,154	13,937	62.91	28.05	1,296	2.66	1.76	75,240	9.22	3,105,812	57,534,334	5.40	2
3	55.48	8,600,314	38,158	23,182	60.75	23.69	1,766	1.96	1.14	154,360	8.36	1,986,071	39,705,150	5.00	3
4	51.92	5,569,646	28,430	20,410	71.79	25.45	2,351	3.77	2.06	106,900	8.15	1,409,277	28,335,727	4.97	4
5	78.76	4,636,038	15,392	9,182	59.65	25.92	810	2.16	1.89	57,928	10.26	1,126,093	18,885,009	5.96	5
6	62.81	3,506,185	17,709	10,686	60.34	30.16	781	2.48	2.12	54,229	9.59	1,053,300	16,023,890	6.58	6
7	51.84	3,783,777	17,120	11,682	68.24	23.26	895	2.46	2.09	72,932	8.58	872,534	17,639,959	4.95	7
8	130.09	3,986,921	6,596	4,604	69.79	21.08	472	1.95	2.14	30,647	9.93	819,325	12,682,099	6.46	8
9	117.39	1,893,734	5,263	4,094	77.79	32.41	727	5.25	2.71	14,996	11.62	497,568	5,519,194	9.02	9
10	27.85	2,546,587	20,878	19,440	93.11	22.82	3,205	4.53	1.66	91,415	7.32	579,908	11,598,164	4.99	10
11	52.74	1,505,874	10,677	5,103	47.80	35.79	609	3.65	2.01	27,856	10.74	534,665	5,237,934	10.21	11
12	[1] 76.09	1,586,188	6,613	3,144	47.54	30.86	551	3.22	1.75	20,801	2.09	467,885	3,273,055	14.29	12
13	35.72	2,769,577	13,912	11,546	82.99	17.69	1,171	1.69	.95	77,407	9.12	487,097	9,741,948	5.00	13
14	40.74	1,535,036	10,120	5,832	57.62	25.96	704	2.50	1.77	37,011	9.31	375,165	4,152,003	9.04	14
15	50.96	1,230,937	7,964	4,293	53.58	32.75	[19] 137	1.32	1.68	10,117	18.06	372,701	1,970,165	18.91	15
16	92.57	1,547,553	4,081	1,812	44.39	23.25	156	.94	1.40	16,120	11.08	328,304	6,751,366	4.86	16
17	30.82	1,704,745	11,193	6,496	58.05	20.00	331	.93	1.40	54,619	8.10	335,979	6,735,731	4.98	17
18	38.40	1,334,971	8,970	6,142	68.48	24.77	667	2.80	1.72	33,856	9.69	312,980	3,312,405	9.45	18
19	[3] 5.51	98,577	5,832	3,408	58.44	32.32	878	5.44	.80	17,595	22.92	31,194	167,509	18.62	19
19½	[4] 52.47	834,841	5,115	3,467	67.79	31.76	733	4.79	1.72	15,863	23.05	263,981	1,528,809	17.27	19½
20	22.67	933,656	11,748	6,851	58.32	28.34	1,181	3.60	1.75	41,015	9.40	261,085	5,237,016	4.98	20
21	23.27	1,296,771	11,104	7,539	67.89	18.78	734	1.54	1.36	55,652	7.92	237,353	4,754,812	4.99	21
22	30.27	[7] 535,313	6,899	4,562	66.12	30.49	279	2.52	4.57	17,038	12.51	121,817	1,071,437	11.37	22
23	19.95	783,838	10,301	6,638	64.45	23.62	778	2.45	2.00	39,136	7.35	182,362	4,948,656	3.68	23
24	63.44	602,024	3,219	2,752	85.43	33.69	442	4.70	1.93	8,446	12.12	148,313	1,013,934	14.62	24
25	17.69	531,490	9,904	7,044	71.13	30.91	912	3.46	2.09	28,630	7.65	141,728	2,601,694	5.45	25
26	14.88	301,382	11,573	7,546	65.20	56.45	1,599	12.20	3.56	18,036	11.58	159,979	588,476	29.11	26
27	25.03	641,920	6,622	3,232	48.81	25.75	584	2.00	2.50	22,208	13.15	144,422	937,872	15.40	27
28	7.98	538,595	19,235	10,653	55.38	27.31	749	1.23	2.20	67,472	7.69	146,549	2,935,012	4.99	28
29	15.14	565,171	9,917	7,039	70.98	26.34	656	2.00	1.75	37,315	8.54	148,363	2,995,147	4.95	29
30	7.46	419,926	16,670	11,984	71.89	24.36	623	1.21	2.00	56,260	5.95	101,687	2,043,292	4.98	30
31	16.21	485,075	7,322	4,020	54.89	24.23	305	1.15	1.64	30,123	10.76	103,486	[9] 1,075,266	9.62	31
32	15.86	423,085	6,225	4,470	71.81	22.74	513	2.10	1.68	25,927	9.39	93,467	1,870,857	5.00	32
33	[10] 11.81	405,966	7,833	6,373	81.36	22.24	457	1.43	1.28	34,356	8.67	90,092	1,801,841	5.00	33
34	21.50	314,760	4,243	1,941	45.75	28.69	193	1.26	2.10	13,354	14.99	79,938	398,926	20.03	34
35	[11] 7.83	[12] 187,866	10,758	6,751	62.75	39.10	840	4.44	3.32	23,369	14.22	62,253	477,111	13.05	35
36	3.59	391,589	23,302	15,069	64.67	21.26	1,021	1.39	.29	109,078	7.36	[13] 83,244	1,398,272	[13] 5.95	36
37	[15] 9.98	379,296	8,052	7,860	97.62	20.92	698	1.95	.92	37,769	8.98	78,146	1,562,922	5.00	37
38	15.92	307,081	4,989	3,192	63.97	24.52	787	4.46	1.39	18,550	9.11	69,589	1,569,032	4.43	38
39	11.85	479,211	6,516	4,997	76.68	15.74	435	1.10	2.10	40,430	8.82	74,520	1,498,374	4.97	39
40	10.00	[16] 365,000	7,685	7,153	93.09	21.05	326	.89	.....	36,500	7.35	.....	.....	.....	40
41	5.87	150,947	12,466	7,453	59.79	31.24	400	3.00	2.00	25,546	16.01	46,512	686,331	6.78	41
42	10.29	342,899	7,095	4,166	58.71	21.21	360	1.12	1.36	32,348	8.71	65,006	1,311,850	4.96	42
43	11.59	362,094	5,816	4,378	75.27	18.04	140	.49	.99	30,671	9.14	60,182	1,262,980	4.77	43
44	24.50	443,731	2,684	2,396	89.25	14.37	494	2.82	1.58	18,079	9.81	63,052	962,359	6.55	44
45	16.13	317,464	4,027	2,391	59.23	20.45	119	.84	1.04	19,448	13.84	62,656	487,702	12.83	45
46	12.18	229,316	4,518	3,995	88.44	23.31	280	2.58	1.38	18,495	10.01	52,208	336,893	15.50	46
47	5.25	222,853	10,230	6,394	65.15	23.43	1,067	2.76	1.35	42,430	8.62	52,135	1,029,492	5.06	47
48	6.79	206,182	7,908	5,424	68.59	26.03	545	1.93	1.91	30,365	7.66	53,500	1,127,823	4.74	48
49	16.48	260,761	3,111	2,863	92.05	19.63	132	.86	2.71	15,802	10.67	50,945	701,072	7.26	49
50	9.70	147,536	4,508	2,278	50.53	29.52	463	3.25	.49	15,195	12.05	43,524	334,704	13.00	50
51	18.60	202,754	2,562	2,320	90.55	20.97	581	5.68	3.26	10,563	6.93	40,207	806,166	4.99	51
52	9.50	393,964	4,380	2,376	54.24	9.10	202	.51	.78	41,449	5.36	35,687	780,724	4.57	52
53	8.89	220,459	4,491	4,121	91.75	17.69	409	2.07	4.23	24,789	9.76	38,695	684,740	5.65	53
54	[17] 17.37	189,766	2,093	1,993	95.19	19.16	271	2.53	2.07	10,913	9.13	38,994	688,666	5.66	54
55	8.10	142,054	4,307	1,972	45.79	24.49	287	1.85	.91	16,890	15.87	32,702	360,197	9.07	55
56	8.50	99,044	3,772	2,379	63.08	31.73	380	3.30	3.30	10,221	11.32	18,776	366,901	5.12	56
57	[18] 6.91	188,458	4,638	3,616	77.97	16.92	1,034	3.99	.80	27,273	8.62	31,899	661,615	4.82	57
58	12.00	58,749	2,666	1,874	70.30	54.45	420	10.73	2.79	2,809	9.65	6,024	51,070	11.79	58
59	6.56	138,032	4,704	2,701	57.42	22.19	379	2.00	.60	21,036	9.63	30,613	628,305	4.87	59
61	7.25	81,343	3,649	3,271	89.64	32.33	1,024	9.10	3.00	11,030	9.54	24,572	581,716	4.22	61
62	2.73	159,307	8,570	9,548	111.41	14.69	429	.75	1.06	58,354	6.14	23,150	468,370	4.94	62
63	3.28	97,337	6,960	5,273	75.76	23.32	838	2.97	3.07	29,672	5.23	22,691	458,283	4.95	63
64	4.46	158,292	5,021	3,918	78.02	14.15	425	.59	.17	35,491	9.07	22,392	447,845	5.00	64
65	2.42	95,052	8,526	5,768	67.65	21.56	544	2.24	1.83	39,265	8.24	20,477	443,545	4.62	65
66	9.19	.....	1,918	1,529	79.75	.....	307	.....	.....	.....	.....	.....	.....	.....	66
67	6.69	187,646	2,533	3,526	139.17	9.03	365	2.64	.65	28,043	13.89	16,950	366,405	4.60	67
68	1.55	44,208	10,130	6,515	64.31	35.40	885	3.20	4.81	28,521	4.29	15,401	308,022	5.00	68
69	7.50	23,850	2,002	1,229	61.39	62.91	226	7.12	4.60	2,795	14.69	11,278	28,708	39.28	69
70	4.14	66,866	2,923	2,187	74.81	18.10	187	1.20	1.60	16,131	8.19	11,989	239,777	5.00	70
71	2.69	44,881	4,313	4,593	106.51	25.26	1,080	6.35	3.06	14,207	3.30	10,189	203,773	5.00	71
72	7.00	.....	1,429	904	64.27	.....	371	.....	.....	.....	.....	.....	.....	.....	72
73	[21] 1.56	20,976	5,478	2,052	37.45	40.75	438	3.26	.99	12,805	7.97	8,547	170,936	5.00	73
74	[22] 1.61	28,163	4,036	4,605	114.01	23.08	800	4.86	1.59	17,493	6.39	6,499	57,486	11.30	74
75	[21] 1.30	40,680	4,914	3,448	70.17	14.48	421	1.34	1.22	31,299	8.66	5,889	122,756	4.80	75
77	[23] 1.13	25,486	3,391	3,169	93.47	10.50	121	.53	.....	122,884	9.68	3,747	77,237	4.85	77
78	[24] .68	9,305	3,832	9,659	252.03	16.52	6,573	50.15	2.28	13,519	9.60	1,455	31,034	4.69	78
79	[25] .86	14,449	1,813	1,328	73.67	10.53	2	1.02	.....	16,801	8.07	.....	.....	.....	79
80	[26] .82	25,483	1,288	2,262	175.67	4.14	32	.10	.....	31,077	6.47	1,056	21,123	5.00	80

[1] Operation of 21.74 miles of road was begun December 18, 1909. [3] Statistics cover operations during the period July 1, 1909, to August 5, 1909, at which latter date the property passed into the hands of receivers. [4] Statistics cover operations during the period since August 6, 1909, date when receivers entered upon the operation of the railroad property. [7] Includes 21,314 freight train-miles. [9] Number of transfers (if any) and number of passenger fares collected are not separately reported. [10] Statistics cover operations during the period since December 8, 1909, date when respondent succeeded to the title to part of the railroad of the former Tarrytown, White Plains & Mamaroneck Ry. Co. [11] Statistics cover operations during period July 1, 1909, to September 13, 1909, when the railroad was taken over by Albany Southern R.R. Co. [12] Includes 4884 freight train-miles. [13] $13,330.36 for transportation of 1,333,036 passengers over Greenbush bridge at $0.01 for each passenger is included in amount of passenger fares. [15] Statistics cover period July 1, 1909, to December 7, 1909, effective date of sale of property to Westchester Street R.R. Co. and Shore Line Electric R.R. Co. [16] Estimated. [17] Number of miles of road operated at close of the year; average for the year not reported. [18] Statistics cover period since October 7, 1909, date of consolidation of Hornellsville & Canisteo Ry. Co., Hornellsville Electric Ry. Co., and Canisteo Valley Ry. Co. [19] The seemingly large difference between this amount and that reported for the preceding year ($1377) is due to the fact that while in the report for the year ended June 30, 1909, mileage operated under trackage rights was excluded in this computation, it has this year been included, inasmuch as the respondent reports that it has to maintain such portion of road as it operated over under trackage rights. [21] Statistics cover operations during the period July 1, 1909, to October 7, 1909, date of consolidation into Hornell Traction Co. [22] Road was operated from July 1, 1909, to October 10, 1909; and from May 28, 1910, to close of the year. [23] Operations cover period since April 13, 1910, date when respondent acquired from W. C. Wood the railroad of the former Catskill Electric Ry. Co. [24] Statistics cover operations during the period since May 27, 1910, date of acquisition of property. [25] Statistics cover operations by W. C. Wood during the period February 12, 1910, to April 12, 1910, on which latter date was transferred to the Catskill Traction Co. the property acquired on the date first mentioned at foreclosure sale of the Catskill Electric Ry. Co. [26] Statistics cover operations during the period since December 8, 1909, date when respondent began operations of such portions of the railroads of the former Tarrytown, White Plains & Mamaroneck Ry. Co. as were acquired by it.

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

porations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Traction Company.
alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corporation No.	Name of corporation.	Revenue passenger service (*concluded*).				Revenue freight and express service.						Corporation No.
		Number passengers (fares and transfers).	Average earnings. Per passenger.	Per regular revenue passenger car-mile.	Per regular revenue passenger car-hour.	Total number car-miles.	Total number mixed car-hours.	Number tons carried.	Average freight and express earnings per ton.	Total number ton-miles freight and express.	Average freight and express earnings per ton-mile.	
			Cents	*Cents*	*Dolls.*				*Dolls.*		*Cents*	
1	International	121,962,636	3.82	27.31	2.55	230,392	16,014	254,746	.43	2,859,805	3.79	1
2	New York State Railways	76,847,827	4.04	28.13	2.59	95,120	8,590	8,205	4.72	.....	.....	2
3	United Traction	47,435,523	4.19	23.19	1.94	24,830	2,399	.....	.....	.....	.....	3
4	Syracuse Rapid Transit	35,243,398	4.00	25.39	2.07	17,589	3,723	2,291	2.40	24,972	22.00	4
5	Utica & Mohawk Valley	22,099,238	5.09	24.69	2.53	91,113	8,180	24,103	2.93	327,860	21.50	5
6	Schenectady	18,034,777	5.84	30.10	2.89	.....	.....	.....	.....	.....	.....	6
7	Crosstown Street of Buffalo	25,652,138	3.40	23.09	1.98	.....	.....	.....	.....	.....	.....	7
8	Buffalo & Lake Erie Traction	16,484,692	4.97	20.55	2.04	.....	.....	.....	.....	.....	.....	8
9	Hudson Valley	5,726,653	8.69	28.26	3.29	122,691	21,658	19,873	.61	.....	.....	9
10	Yonkers	16,164,596	3.59	22.77	1.67	.....	.....	.....	.....	.....	.....	10
11	Fonda, Johnstown & Gloversville	5,536,312	9.67	36.39	3.91	.....	.....	.....	.....	.....	.....	11
12	Rochester, Syracuse & Eastern	3,341,680	14.00	29.56	6.19	[2] 1,102	100	18	2.61	.....	.....	12
13	Westchester Electric	12,824,263	3.80	17.62	1.61	.....	.....	.....	.....	.....	.....	13
14	Auburn & Syracuse Electric	5,115,147	7.33	24.88	2.32	22,329	.....	6,202	2.87	.....	.....	14
15	Oneida	2,493,940	14.94	31.76	5.74	56,792	3,015	3,453	8.54	72,215	40.80	15
16	Western New York & Pennsylvania Traction	6,956,833	4.72	22.00	2.44	52,919	6,732	9,830	2.21	471,840	4.61	16
17	Binghamton	8,095,888	4.15	19.96	1.62	19,580	.....	.....	.....	.....	.....	17
18	Syracuse, Lake Shore & Northern	3,459,312	9.05	24.07	2.33	34,456	3,635	4,497	3.05	.....	.....	18
19	Buffalo, Lockport & Rochester (Corporation) [3]	168,014	18.56	32.18	7.37	1,631	79	322	2.09	.....	.....	19
19½	Buffalo, Lockport & Rochester (Receivers) [4]	1,534,116	17.21	31.72	7.31	2,268	165	689	1.60	.....	.....	19½
20	New York & Stamford	[5] 5,237,016	4.98	28.24	2.64	.....	.....	.....	.....	.....	.....	20
21	Elmira Water, Light and Railroad	6,012,166	3.94	18.33	1.45	.....	.....	.....	.....	.....	.....	21
22	Albany Southern [6]	1,071,437	11.37	23.71	2.96	[6] 21,314	.....	51,251	.67	512,510	6.71	22
23	Jamestown Street	6,145,186	2.97	23.36	1.72	2,980	3,248	297	7.31	2,500	86.81	23
24	Otsego & Herkimer	1,035,414	14.32	27.67	3.35	62,115	10,535	29,168	1.28	.....	.....	24
25	Orange County Traction	2,905,705	4.88	27.98	2.14	18,438	7,118	12,042	1.32	91,237	17.43	25
26	Niagara Gorge	618,572	25.87	59.62	6.90	32,619	2,270	17,469	.32	.....	.....	26
27	Chautauqua Traction	982,035	14.71	25.98	3.42	86,065	10,496	5,514	3.52	176,548	9.51	27
28	Kingston Consolidated	3,131,967	4.68	27.22	2.09	.....	.....	.....	.....	.....	.....	28
29	Poughkeepsie City & W. Falls Electric	3,323,572	4.47	26.26	2.24	.....	.....	.....	.....	.....	.....	29
30	Ithaca Street	2,395,427	4.25	24.22	1.44	.....	.....	.....	.....	.....	.....	30
31	Syracuse & Suburban	[9] 1,075,266	9.62	22.59	2.43	25,437	4,218	.....	.....	.....	.....	31
32	Geneva & Auburn	1,932,256	4.84	22.73	2.13	.....	.....	.....	.....	.....	.....	32
33	Westchester Street [10]	[27] 1,801,841	5.00	22.20	1.93	.....	.....	.....	.....	.....	.....	33
34	Warren & Jamestown Street	402,697	19.84	27.84	4.17	27,561	3,130	5,032	2.00	.....	.....	34
35	Albany & Hudson [11]	477,111	13.05	34.03	4.83	[8] 4,884	.....	13,041	.72	.....	7.20	35
36	Cohoes	1,786,542	4.66	21.26	1.56	.....	.....	.....	.....	.....	.....	36
37	Tarrytown, White Plains & Mamaroneck [15]	1,709,078	4.57	20.73	1.86	.....	.....	.....	.....	.....	.....	37
38	Cortland County Traction	1,607,078	4.33	23.56	2.15	11,763	2,280	9,476	.57	47,380	11.47	38
39	Waverly, Sayre & Athens Traction	1,680,477	4.43	15.55	1.37	.....	.....	.....	.....	.....	.....	39
40	Black River Traction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Rochester & Suburban	686,331	6.78	31.02	4.96	.....	.....	.....	.....	.....	.....	41
42	Peekskill Lighting and Railroad	1,451,107	4.48	19.53	1.70	9,539	3,288	.....	.....	.....	.....	42
43	Wallkill Transit	1,357,575	4.43	16.93	1.55	6,078	1,590	1,459	2.18	10,212	31.11	43
44	Buffalo Southern	1,139,244	5.53	14.23	1.40	.....	.....	.....	.....	.....	.....	44
45	Elmira & Seneca Lake Traction	487,612	12.83	19.97	2.76	.....	.....	.....	.....	.....	.....	45
46	Syracuse & South Bay Electric	336,893	15.50	23.17	2.32	3,289	456	256	2.75	.....	.....	46
47	Corning & Painted Post Street	1,076,361	4.84	23.40	2.02	.....	.....	.....	.....	.....	.....	47
48	Fishkill Electric	1,127,823	4.74	25.95	1.98	.....	.....	.....	.....	.....	.....	48
49	New York & North Shore Traction	708,690	7.19	19.56	2.09	.....	.....	.....	.....	.....	.....	49
50	Auburn & Northern Electric	339,855	12.81	29.53	3.56	.....	.....	.....	.....	.....	.....	50
51	Huntington	806,166	4.99	20.47	1.42	3,666	.....	3,813	.48	11,591	16.00	51
52	Ogdensburg Street	862,007	4.14	9.06	.49	.....	.....	.....	.....	.....	.....	52
53	Buffalo & Williamsville Electric	694,601	5.57	17.56	1.71	.....	.....	.....	.....	.....	.....	53
54	Elmira, Corning & Waverly	726,421	5.36	20.57	3.94	.....	.....	.....	.....	.....	.....	54
55	Troy & New England	360,197	9.07	23.90	3.79	3,052	250	705	1.63	.....	.....	55
56	Penn Yan, Keuka Park & Branchport	366,901	5.12	21.61	2.45	12,167	1,992	13,121	.82	91,847	11.70	56
57	Hornell Traction [18]	687,397	4.64	16.92	1.46	.....	.....	.....	.....	.....	.....	57
58	Eastern New York	51,070	11.79	17.87	1.72	25,022	3,172	105,472	.24	216,585	11.70	58
59	Plattsburgh Traction	628,305	4.87	22.18	2.14	.....	.....	.....	.....	.....	.....	59
61	Rochester & Manitou	581,716	4.22	30.73	2.93	1,376	527	480	3.60	.....	.....	61
62	Hudson River & Eastern	567,929	4.08	14.53	.89	.....	.....	.....	.....	.....	.....	62
63	Glen Cove	458,283	4.95	23.31	1.22	.....	.....	.....	.....	.....	.....	63
64	John Johnston	447,845	5.00	14.15	1.28	.....	.....	.....	.....	.....	.....	64
65	Electric City	697,257	2.93	21.55	1.78	.....	.....	.....	.....	.....	.....	65
66	Newark & Marion [20]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	Buffalo & Depew	366,405	4.60	9.03	1.25	.....	.....	.....	.....	.....	.....	67
68	Nassau County	308,022	5.00	34.83	1.49	.....	.....	.....	.....	.....	.....	68
69	St. Lawrence International El. R.R. & Land	28,708	39.28	53.79	7.90	3,185	212	2,119	1.02	15,889	13.53	69
70	Putnam & Westchester Traction	288,550	4.15	17.95	1.47	.....	.....	.....	.....	.....	.....	70
71	Northport Traction	203,773	5.00	26.66	.88	6,651	936	1,866	.45	5,020	17.00	71
72	Paul Smith's El. Lt. & Power & R.R.	.....	.....	.....	.....	.....	.....	2,395	2.09	16,765	29.81	72
73	Hornellsville & Canisteo [21]	170,936	5.00	40.75	3.25	.....	.....	.....	.....	.....	.....	73
74	Adirondack Lakes' Traction [22]	57,486	11.30	23.08	1.47	.....	.....	.....	.....	.....	.....	74
75	Hornellsville Electric [21]	130,128	4.53	14.48	1.25	.....	.....	.....	.....	.....	.....	75
77	Catskill Traction [23]	79,562	4.71	11.70	1.43	.....	.....	.....	.....	.....	.....	77
78	Hoosick Falls [24]	31,034	4.69	15.83	1.52	.....	.....	.....	.....	.....	.....	78
79	Catskill Electric [25]	29,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
80	Shore Line Electric [26]	21,123	5.00	4.14	2.68	.....	.....	.....	.....	.....	.....	80

The following named corporations do not furnish information appropriate to this table:

60 New Paltz, Highland and Poughkeepsie Traction Co.;
76 Port Jervis Traction Co.

[2] Transportation of express matter undertaken June 20, 1910. [3] Statistics cover operations during the period July 1, 1909, to August 5, 1909, at which l atter date the property passed into the hands of receivers. [4] Statistics cover operations during the period since August 6, 1909, date when receivers entered upon the operation of the railroad property. [5] Excludes transfers, number of which was not reported. In previous year, reported number of transfers amounted to about 7 per cent of the number of passengers. [6] Statistics cover operations during the period since September 14, 1909: date when the company succeeded to the railroad of the former Albany & Hudson R. R. Co. [8] Freight train-miles. [9] Number of transfers (if any) and number of passenger fares collected are not separately reported. [10] Statistics cover operations during the period since December 8, 1909, date when respondent succeeded to the title to part of the railroad of the former Tarrytown, White Plains & Mamaroneck Ry. Co. [11] Statistics cover operations during period July 1, 1909, to September 13, 1909, when the railroad was taken over by Albany Southern R. R. Co. [15] Statistics cover period July 1, 1909, to December 7, 1909, effective date of sale of property to Westchester Street R. R. Co. and Shore Line Electric R. R. Co. [18] Statistics cover period since October 7, 1909, date of consolidation of Hornellsville & Canisteo Ry. Co., Hornellsville Electric Ry. Co., and Canisteo Valley Ry. Co. [20] The railroad of this company is not yet completed, but the constructed portion thereof is operated over by steam motive power by the contractors in the name of the Railway company, hence operating statistics are not reported. [21] Statistics cover operations during the period July 1, 1909, to October 7, 1909, date of consolidation into Hornell Traction Co. [22] Road was operated from July 1, 1909, to October 10, 1909; and from May 28, 1910, to close of the year. [23] Operations cover period since April 13, 1910, date when respondent acquired from W. C. Wood the railroad of the former Catskill Electric Ry. Co. [24] Statistics cover operations during the period since May 27, 1910, date of acquisition of property. [25] Statistics cover operations by W. C. Wood during the period February 12, 1910, to April 12, 1910, on which latter date was transferred to the Catskill Traction Co. the property acquired on the date first mentioned at foreclosure sale of the Catskill Electric Ry. Co. [26] Statistics cover operations during the period since December 8, 1909, date when respondent began operation of such portions of the railroad of the former Tarrytown, White Plains & Mamaroneck Ry. Co. as were acquired by it. [27] Excludes transfers, number of which was not reported.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
1	**International:**			
	General office staff:			
	General officers	18	$453.54	month.
	Other officers	7	223.96	month.
	Clerks and bookkeepers, men	49	62.65	month.
	Clerks and bookkeepers, women	20	29.98	month.
	Stenographers and typists, men	4	64.22	month.
	Stenographers and typists, women	5	33.68	month.
	Messengers and others	6	45.90	month.
	Transportation:			
	Inspectors and division supts	23	26.78	week.
	Train clerks and dispatchers	10	15.59	week.
	Station masters and clerks	36	18.29	week.
	Ticket agents	5	12.02	week.
	Register takers	5	10.50	week.
	Gatemen and platform men	8	13.74	week.
	Telephone operators	3	61.67	month.
	Store men	13	13.53	week.
	Conductors	798	.226	hour.
	Motormen	756	.237	hour.
	Miscellaneous	21	.265	hour.
	Investigators	10	93.19	month.
	Switchmen, flagmen, and yardmen	16	.232	hour.
	Road and track men	548	.183	hour.
	Station porters and watchmen	7	.153	hour.
	Freight laborers	2	.162	hour.
	Freight clerks	18	.216	hour.
	Hostlers, stablemen, etc	3	.171	hour.
	Power:			
	Engineers	9	.396	hour.
	Oilers	3	.177	hour.
	Firemen	2	.170	hour.
	Coal passers	1	.178	hour.
	Water tenders	3	.285	hour.
	Ashmen	1	.160	hour.
	Boiler cleaners	1	.174	hour.
	Dynamo and switchboard men	25	.234	hour.
	Electricians	2	.289	hour.
	Linemen	41	.274	hour.
	Other power plant employees	3	.251	hour.
	Car-houses and shops:			
	Car cleaners	59	.177	hour.
	Car oilers	15	.185	hour.
	Other car-house employees	92	.207	hour.
	Carpenters	52	.244	hour.
	Carpenters' helpers	4	.134	hour.
	Blacksmiths	6	.278	hour.
	Blacksmiths' helpers	7	.194	hour.
	Machinists	15	.259	hour.
	Machinists' helpers	11	.161	hour.
	Brass moulders	2	.262	hour.
	Electrical helpers	30	.224	hour.
	Tinners	2	.254	hour.
	Painters	14	.269	hour.
	Other shop employees	61	.189	hour.
	Total all classes named	2,852		
2	**New York State Railways:**			
	General office staff:			
	General officers	9	$8,077.78	year.
	Other officers	8	2,250.00	year.
	Clerks and bookkeepers, men	52	41.83	month.
	Clerks and bookkeepers, women	32	26.96	month
	Stenographers and typists, men	2	102.50	month.
	Stenographers and typists, women	24	47.13	month.
	Janitors and watchmen	3	2.12	day.
	Messengers and others	1	16.00	week.
	Transportation:			
	Inspectors	14	2.15	day.
	Train clerks and dispatchers	12	66.67	month.
	Starters	2	3.99	day.
	Y. M. C. A. secretary	2	125.00	month.
	Ticket agents	23	48.13	month.
	Register takers	2	20.14	week.
	Conductors	485	.174	hour.
	Motormen	469	.182	hour.
	Janitors Y. M. C. A.	6	2.06	day.
	Switchmen, flagmen, and yardmen	11	.103	hour.
	Road and track men	402	.184	hour.
	Station porters and watchmen	1	50.00	month.
	Freight laborers	5	48.00	month.
	Hostlers, stablemen, etc	2	13.51	week.
	Power:			
	Engineers	6	.178	hour.
	Firemen	2		
	Dynamo and switchboard men	21		
	Electricians	1	1,500.00	year.
	Linemen	59	.184	hour.
	Car-houses and shops:			
	Car cleaners	52	.142	hour.
	Car oilers	8	.151	hour.
	Other car-house employees	32	.270	hour.
	Carpenters	27	.229	hour.
	Blacksmiths	1	.242	hour.
	Blacksmiths' helpers	3	.199	hour.
	Machinists	20	.228	hour.
	Machinists' helpers	4	.215	hour.
	Electrical helpers	28	.168	hour.
2	**New York State Railways** (*concluded*):			
	Car-houses and shops (*concluded*):			
	Painters	11	$0.207	hour.
	Other shop employees	49	.273	hour.
	Miscellaneous employees	10	.205	hour.
	Total all classes named	1,901		
3	**United Traction:**			
	General office staff:			
	General officers	9	.....	.....
	Clerks and bookkeepers, men	44	.....	.....
	Clerks and bookkeepers, women	16	.....	.....
	Stenographers and typists, men	4	.....	.....
	Stenographers and typists, women	3	.....	.....
	Janitors and watchmen	3	.....	.....
	Messengers and others	1	.....	.....
	Transportation:			
	Inspectors	35	.....	.....
	Starters	2	.....	.....
	Transfer agents	11	.....	.....
	Conductors	396	.....	.....
	Motormen	380	.....	.....
	Switchmen, flagmen, and yardmen	39	.....	.....
	Road and track men	49	.....	.....
	Station porters and watchmen	11	.....	.....
	Freight laborers	17	.....	.....
	Hostlers, stablemen, etc	8	.....	.....
	Power:			
	Boiler cleaners	4	.....	.....
	Dynamo and switchboard men	12	.....	.....
	Electricians	1	.....	.....
	Linemen	10	.....	.....
	Car-houses and shops:			
	Car cleaners	28	.....	.....
	Car oilers	5	.....	.....
	Lamp trimmers	1	.....	.....
	Car-house men	44	.....	.....
	Carpenters	8	.....	.....
	Blacksmiths	4	.....	.....
	Blacksmiths' helpers	1	.....	.....
	Machinists	6	.....	.....
	Machinists' helpers	1	.....	.....
	Electrical helpers	11	.....	.....
	Painters	9	.....	.....
	Other shop employees	6	.....	.....
	Total all classes named	1,179		
4	**Syracuse Rapid Transit:**			
	General office staff:			
	General officers	7	$134.08	month.
	Other officers	8	176.04	month.
	Clerks and bookkeepers, men	12	43.06	month.
	Clerks and bookkeepers, women	14	35.00	month.
	Stenographers and typists, men	5	44.04	month.
	Stenographers and typists, women	1	41.55	month.
	Telephone operators and others	5	37.83	month.
	Clerks and store keepers	3	39.95	month.
	Transportation:			
	Inspectors	9	2.93	day.
	Superintendents' clerks	4	65.53	month.
	Depot masters	4	2.93	day.
	Ticket agents	1	45.66	month.
	Conductors	230	.232	hour.
	Motormen	228	.233	hour.
	Switchmen, flagmen, and yardmen	9	.196	hour.
	Road and track men	136	.171	hour.
	Hired teams	4	.395	hour.
	Express laborers	5	.214	hour.
	Power:			
	Engineers	3	.217	hour.
	Firemen	2	.221	hour.
	Superintendent of power	1	117.62	month.
	Dynamo and switchboard men	3	.183	hour.
	Electricians	1	.288	hour.
	Linemen	13	.209	hour.
	Other power plant employees	4	.204	hour.
	Car-houses and shops:			
	Car cleaners	20	.152	hour.
	Heater tenders	1	.166	hour.
	Other car-house employees	17	.186	hour.
	Carpenters	1	.231	hour.
	Other shop employees	12	.160	hour.
	Shop foremen	4	.289	hour.
	Total all classes named	767		
5	**Utica and Mohawk Valley:**			
	General office staff:			
	General officers	8	$111.26	month.
	Other officers	6	177.95	month.
	Clerks and bookkeepers, men	12	48.92	month.
	Clerks and bookkeepers, women	18	30.33	month.
	Stenographers and typists, men	2	34.25	month.
	Stenographers and typists, women	3	39.83	month.
	Janitors and watchmen	1	2.33	day.
	Storekeepers and telephone operators	9	40.48	month.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
5	**Utica and Mohawk Valley** (*concluded*):			
	Transportation:			
	Inspectors	5	$2.94	day.
	Train clerks and dispatchers	7	2.88	day.
	Superintendents' clerks	3	41.67	month.
	Ticket agents	3	41.95	month.
	Conductors	154	.241	hour.
	Motormen	156	.240	hour.
	Switchmen, flagmen, and yardmen	7	.248	hour.
	Road and track men	98	.164	hour.
	Hired teams	12	.446	hour.
	Express laborers	37	.182	hour.
	Power:			
	Engineers	4	71.11	month.
	Oilers	4	49.93	month.
	Firemen	12	.205	hour.
	Coal passers	7	.162	hour.
	Machinists	2	58.16	month.
	Ashmen	8	.161	hour.
	Superintendent of power	1	134.07	month.
	Boiler cleaners	3	.158	hour.
	Dynamo and switchboard men	11	57.43	month.
	Linemen	16	.212	hour.
	Other power plant employees	.....	.150	hour.
	Car-houses and shops:			
	Car cleaners	13	.153	hour.
	Lamp trimmers	1	.169	hour.
	Car-house clerks	2	52.14	month.
	Other car-house employees	10	.192	hour.
	Carpenters and carpenters' helpers	11	.243	hour.
	Blacksmiths and helpers	2	.231	hour.
	Machinists and helpers	4	.231	hour.
	Armature winders	2	.209	hour.
	Electrical repair men	13	.186	hour.
	Car repair men and helpers	6	.182	hour.
	Painters and helpers	7	.207	hour.
	Other shop employees	6	.168	hour.
	Shop foremen	1	90.00	month.
	Total all classes named	687		
6	**Schenectady:**			
	General office staff:			
	General officers	3	$248.86	month.
	Other officers	7	129.71	month.
	Clerks and bookkeepers, men	16	78.49	month.
	Clerks and bookkeepers, women	8	36.05	month.
	Stenographers and typists, men	4	67.33	month.
	Stenographers and typists, women	1	52.00	month.
	Janitors and watchmen	3	41.21	month.
	Messengers and others	2	21.00	month.
	Transportation:			
	Inspectors	6	20.43	week.
	Starters	2	15.83	week.
	Station masters	4	19.41	week.
	Ticket agents	3	60.58	month.
	Conductors	159	.239	hour.
	Motormen	143	.242	hour.
	Switchmen, flagmen, and yardmen	3	50.00	month.
	Miscellaneous	5	.200	hour.
	Road and track men	112	.172	hour.
	Station porters and watchmen	1	30.66	month.
	Hostlers, stablemen, etc	1	65.00	month.
	Power:			
	Dynamo and switchboard men	12	61.00	month.
	Electricians	4	.240	hour.
	Linemen	14	.292	hour.
	Car-houses and shops:			
	Car cleaners	15	.150	hour.
	Car oilers	2	.167	hour.
	Lamp trimmers	2	.167	hour.
	Car-house men	32	.223	hour.
	Other car-house employees	2	.155	hour.
	Carpenters	4	.239	hour.
	Carpenters' helpers	2	.200	hour.
	Blacksmiths	2	.225	hour.
	Blacksmiths' helpers	2	.175	hour.
	Machinists	3	.250	hour.
	Machinists' helpers	1	.175	hour.
	Electrical helpers	5	.263	hour.
	Painters	7	.251	hour.
	Other shop employees	2	.150	hour.
	Park employees	5	58.00	month.
	Draughtsmen, etc	3	63.15	month.
	Total all classes named	602		
8	**Buffalo and Lake Erie Traction:**			
	General office staff:			
	General officers	2	$375.00	month.
	Other officers	7	105.36	month.
	Clerks and bookkeepers, men	15	66.00	month.
	Clerks and bookkeepers, women	3	33.33	month.
	Stenographers and typists, women	4	56.23	month.
	Janitors and watchmen	2	40.00	month.
	Messengers and others	1	25.00	month.
	Transportation:			
	Inspectors	7	65.00	month.
	Train clerks and dispatchers	3	80.00	month.
8	**Buffalo & Lake Erie Traction** (*concl'ed*):			
	Transportation (*concluded*):			
	Ticket agents	2	$35.00	month.
	Ticket agents (commission)	28	.....	.....
	Conductors	149	.180	hour.
	Motormen	147	.190	hour.
	Freight agents	1	80.00	month.
	Switchmen, flagmen, and yardmen	8	.128	hour.
	Road and track men	61	.115	hour.
	Station porters and watchmen	1	.132	hour.
	Power:			
	Engineers	7	.247	hour.
	Oilers	2	.160	hour.
	Firemen	9	.170	hour.
	Coal passers	6	.150	hour.
	Ashmen	1	.150	hour.
	Dynamo and switchboard men	8	.187	hour.
	Electricians	4	.250	hour.
	Linemen	10	.231	hour.
	Car-houses and shops:			
	Car cleaners	19	.130	hour.
	Other car-house employees	54	.175	hour.
	Carpenters	5	.250	hour.
	Blacksmiths	5	.300	hour.
	Machinists	5	.237	hour.
	Machinists' helpers	2	.175	hour.
	Electrical helpers	2	.175	hour.
	Painters	7	.187	hour.
	Total all classes named	587		
9	**Hudson Valley:**			
	General office staff:			
	General officers	4	$115.17	month.
	Other officers	8	95.65	month.
	Clerks and bookkeepers, men	6	50.33	month.
	Clerks and bookkeepers, women	3	41.67	month.
	Stenographers and typists, men	1	50.00	month.
	Stenographers and typists, women	3	26.67	month.
	Janitors and watchmen	2	28.96	month.
	Messengers and others	1	21.67	month.
	Transportation:			
	Inspectors	4	75.00	month.
	Train clerks and dispatchers	8	76.85	month.
	Freight agents	16	29.81	month.
	Gatemen and platform men	2	2.00	day.
	Transfer agents	1	26.00	week.
	Conductors	78	.250	hour.
	Motormen	73	.250	hour.
	Switchmen, flagmen, and yardmen	5	.120	hour.
	Road and track men	83	.161	hour.
	Freight laborers	1	33.82	month.
	Power:			
	Engineers	4	62.00	month.
	Firemen	4	1.75	day.
	Dynamo and switchboard men	18	56.32	month.
	Electricians	3	65.00	month.
	Linemen	15	.208	hour.
	Other power plant employees	1	80.00	month.
	Car-houses and shops:			
	Car cleaners	7	.155	hour.
	Car oilers	2	.171	hour.
	Lamp trimmers	2	.169	hour.
	Car-house men and other employees	27	.207	hour.
	Carpenters	1	.272	hour.
	Blacksmiths	2	.250	hour.
	Blacksmiths' helpers	1	.192	hour.
	Machinists	1	.250	hour.
	Electrical helpers	2	.218	hour.
	Other shop employees	2	.218	hour.
	Total all classes named	391		
10	**Yonkers:**			
	General office staff:			
	Receiver	1	[9]$12,755.96	.....
	Receiver's counsel	1	[9]15,775.00	.....
	Other officers, superintendence	1	5.34	day.
	Clerks and bookkeepers, men	6	2.27	day.
	Clerks and bookkeepers, women	1	1.42	day.
	Stenographers and typists, men	2	1.53	day.
	Janitors and watchmen	3	1.47	day.
	Messengers and others	.....	.43	day.
	Transportation:			
	Inspectors	3	2.57	day.
	Starters	5	2.67	day.
	Superintendent way and structures	1	3.36	day.
	Conductors	118	2.29	hour.
	Motormen	114	2.33	hour.
	Road and track men	14	1.67	day.
	Power:			
	Engineers	1	1,950.00	year.
	Wipers	3	1.50	day.
	Dynamo and switchboard men	3	2.50	day.
	Linemen	3	2.24	day.
	Car-houses and shops:			
	Car cleaners	8	1.57	day.
	Car oilers	2	1.92	day.
	Other car-house employees	7	2.45	day.

[9] Total amount of fees.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
10	**Yonkers** (*concluded*):			
	Car-houses and shops (*concluded*):			
	Carpenters	1	$2.95	day.
	Carpenters' helpers	4	2.12	day.
	Blacksmiths	1	2.51	day.
	Blacksmiths' helpers	1	1.71	day.
	Machinists	1	2.14	day.
	Electrical helpers	2	2.39	day.
	Painters	4	2.03	day.
	Other shop employees	10	1.99	day.
	Total all classes named	321		
12	**Rochester, Syracuse & Eastern:**			
	General office staff:			
	General officers	4	$56.66	month.
	Clerks and bookkeepers, men	7	74.88	month.
	Stenographers and typists, men	1	60.00	month.
	Messengers, storekeepers, and others	3	.100	hour.
	Transportation:			
	Inspectors	2	.473	hour.
	Ticket agents	14	67.03	month.
	Guards	7	.100	hour.
	Conductors	30	.255	hour.
	Motormen	30	.252	hour.
	Switchmen, flagmen, and yardmen	1	.181	hour.
	Road and track men	106	.154	hour.
	Power:			
	Engineers	3	95.55	month.
	Oilers	2	2.00	day.
	Firemen	6	2.10	day.
	Coal passers	5	1.75	day.
	Boiler cleaners	2	1.82	day.
	Dynamo and switchboard men	14	2.00	day.
	Electricians	1	133.75	month.
	Linemen	8	2.73	day.
	Other power plant employees	4	1.75	day.
	Car-houses and shops:			
	Car cleaners	6	1.50	day.
	Car oilers	1	2.00	day.
	Lamp trimmers	1	1.75	day.
	Car-house men	2	2.25	day.
	Other car-house employees	1	1.75	day.
	Carpenters	2	2.44	day.
	Blacksmiths	1	2.50	day.
	Machinists	1	2.50	day.
	Machinists' helpers	5	1.75	day.
	Electrical helpers	4	1.98	day.
	Painters	1	1.75	day.
	Other shop employees	2	1.75	day.
	Total all classes named	277		
13	**Westchester Electric:**			
	General office staff:			
	Receiver	1	[9] $6,300.00	.....
	Other officers	1	145.00	month.
	Clerks and bookkeepers, men	9	52.19	month.
	Clerks and bookkeepers, women	2	32.14	month.
	Stenographers and typists, women	1	35.89	month.
	Messengers and others	.....	1.00	day.
	Transportation:			
	Inspectors	4	2.86	day.
	Starters	6	2.86	day.
	Conductors	104	.228	hour.
	Motormen	98	.232	hour.
	Switchmen, flagmen, and yardmen	3	1.75	day.
	Road and track men	9	1.74	day.
	Station porters and watchmen	3	1.94	day.
	Power:			
	Engineers, electrical	1	362.50	year.
	Oilers	3	1.50	day.
	Dynamo and switchboard men	3	2.50	day.
	Linemen	5	2.31	day.
	Car-houses and shops:			
	Car cleaners	8	1.59	day.
	Car oilers	2	1.89	day.
	Car-house repair men	9	2.24	day.
	Other car-house employees	4	2.35	day.
	Carpenters	1	2.73	day.
	Blacksmiths	1	2.25	day.
	Blacksmiths' helpers	1	1.66	day.
	Total all classes named	279		
14	**Auburn & Syracuse Electric:**			
	General office staff:			
	General officers	4	$124.07	month.
	Clerks and bookkeepers, men	3	52.17	month.
	Clerks and bookkeepers, women	2	43.43	month.
	Stenographers and typists, men	1	62.50	month.
	Transportation:			
	Inspectors	2	3.37	day.
	Ticket agents	5	1.86	day.
	Conductors	62	.208	hour.
	Motormen	62	.208	hour.
14	**Auburn & Syracuse Electric** (*concluded*):			
	Transportation (*concluded*):			
	Miscellaneous car employees	1	$1.70	day.
	Freight trainmen	4	.263	hour.
	Road and trackmen	42	1.71	day.
	Freight agents	6	439.61	year.
	Hostlers, stablemen, etc	1	45.00	month.
	Power:			
	Engineers	3	2.95	day.
	Oilers	3	1.79	day.
	Firemen	3	2.00	day.
	Coal passers	2	1.62	day.
	Boiler cleaners	3	1.85	day.
	Dynamo and switchboard men	6	2.00	day.
	Electricians	1	3.01	day.
	Linemen	6	2.51	day.
	Car-houses and shops:			
	Car cleaners	4	1.38	day.
	Car oilers	1	1.75	day.
	Lamp trimmers	1	1.67	day.
	Car-house men	7	1.84	day.
	Other car-house employees	1	2.41	day.
	Carpenters	3	3.00	day.
	Blacksmiths	1	2.00	day.
	Machinists	6	2.78	day.
	Electrical helpers	1	2.25	day.
	Painters	.....	2.12	day.
	Other employees	11	1.82	day.
	Total all classes named	258		
15	**Oneida:**			
	General office staff:			
	General officers	5	$43.58	month.
	Other officers	6	79.55	month.
	Clerks and bookkeepers, men	8	48.13	month.
	Clerks and bookkeepers, women	6	26.36	month.
	Stenographers and typists, women	2	47.24	month.
	Telephone operators	3	19.26	month.
	Storekeepers	6	47.75	month.
	Transportation:			
	Inspectors	2	11.26	week.
	Train clerks and dispatchers	3	13.85	week.
	Ticket agents	2	43.10	month.
	Conductors	20	.275	hour.
	Motormen	21	.275	hour.
	Switchmen, flagmen, and yardmen	11	.252	hour.
	Track foremen	1	75.00	month.
	Express laborers	16	.164	hour.
	Power:			
	Dynamo and switchboard men	9	58.54	month.
	Electricians	1	.226	hour.
	Linemen and third-rail men	6	.178	hour.
	Car-houses and shops:			
	Car cleaners	8	.152	hour.
	Shop clerks	2	61.78	month.
	Car repair men	11	.194	hour.
	Other car-house employees	5	.189	hour.
	Carpenters and helpers	21	.227	hour.
	Blacksmiths and helpers	2	.229	hour.
	Machinists and helpers	5	.240	hour.
	Armature winders	5	.198	hour.
	Electrical repair men	15	.194	hour.
	Painters and helpers	12	.209	hour.
	Other shop employees	6	.180	hour.
	Foremen	3	.327	hour.
	Total all classes named	223		
16	**Western N. Y. & Penna. Traction:**			
	General office staff:			
	General officers	3	$2,000.00	year.
	Other officers	2	1,050.00	year.
	Clerks and bookkeepers, men	3	62.15	month.
	Clerks and bookkeepers, women	2	42.15	month.
	Stenographers and typists, women	2	37.15	month.
	Janitors and watchmen	2	12.80	month.
	Transportation:			
	Starters	1	60.00	month.
	Depot masters	5	18.50	month.
	Mail carriers	1	40.00	month.
	Conductors	48	.180	hour.
	Motormen	46	.180	hour.
	Road and track men	60	.162	hour.
	Freight laborers	4	50.00	month.
	Power:			
	Engineers	12	58.77	month.
	Linemen	11	.270	hour.
	Car-houses and shops:			
	Car cleaners	1	.161	hour.
	Car-house men	16	.160	hour.
	Carpenters	5	.278	hour.
	Painters	4	.200	hour.
	Total all classes named	228		

[9] Total amount of fees.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
17	**Binghamton:**			
	General office staff:			
	General officers	2		
	Clerks and bookkeepers, men	3		
	Stenographers and typists, women	1		
	Transportation:			
	Inspectors	3		
	Starters	1		
	Conductors	76		
	Motormen	78		
	Road and track men	112		
	Hostlers, stablemen, etc	3		
	Power:			
	Engineers	2		
	Oilers	2		
	Firemen	8		
	Dynamo and switchboard men	2		
	Linemen	2		
	Car-houses and shops:			
	Car cleaners	6		
	Lamp trimmers	1		
	Other car-house employees	3		
	Carpenters	3		
	Blacksmiths	1		
	Machinists	1		
	Electrical helpers	2		
	Painters	2		
	Other shop employees	8		
	Total all classes named	322		
18	**Syracuse, Lake Shore & Northern:**			
	General office staff:			
	General officers	5	$129.36	month.
	Clerks and bookkeepers, men	7	60.00	month.
	Clerks and bookkeepers, women	2	55.55	month.
	Stenographers and typists, men	1	45.00	month.
	Janitors and watchmen	1	11.50	week.
	Transportation:			
	Superintendent of transportation	2	$125.00	month.
	Ticket agents	4	70.50	month.
	Conductors	63	.230	hour.
	Motormen	61	.232	hour.
	Drivers (horse car)	2	11.00	week.
	Miscellaneous car service employees	3	.230	hour.
	Road and track men	63	1.78	day.
	Express laborers	2	76.43	month.
	Power:			
	Dynamo and switchboard men	6	.170	hour.
	Linemen	11	.246	hour.
	Car-houses and shops:			
	Car cleaners	2	.171	hour.
	Car-house men	25	.200	hour.
	Machinists	1	3.00	day.
	Machinists' helpers	1	1.71	day.
	Other shop employees	38	.219	hour.
	Total all classes named	300		
19	**Buffalo, Lockport & Rochester (Corp.):**[1]			
	General office staff:			
	General officers	4	$7.26	day.
	Other officers	4	3.93	day.
	Clerks and bookkeepers, men	5	2.10	day.
	Clerks and bookkeepers, women	5	1.40	day.
	Stenographers and typists, men	1	2.00	day.
	Stenographers and typists, women	1	1.00	day.
	Transportation:			
	Train clerks and dispatchers	4	2.70	day.
	Ticket agents	20	1.48	day.
	Conductors	18	.260	hour.
	Motormen	19	.260	hour.
	Road and track men	79	.152	hour.
	Power:			
	Linemen	17	.195	hour.
	Other power plant employees	9	.148	hour.
	Car-houses and shops:			
	Car cleaners	6	.179	hour.
	Car-house men	6	.226	hour.
	Carpenters	3	.272	hour.
	Carpenters' helpers	1	.210	hour.
	Blacksmiths	1	.250	hour.
	Blacksmiths' helpers	1	.200	hour.
	Machinists	1	.275	hour.
	Electrical helpers	5	.283	hour.
	Painters	1	.282	hour.
	Other shop employees	1	.225	hour.
	Total all classes named	212		
19½	**Buffalo, Lockport & Rochester (Rec'rs):**			
	General office staff:			
	General officers	2	$5.40	day.
	Other officers	3	4.15	day.
	Clerks and bookkeepers, men	5	2.31	day.
19½	**Buffalo, Lockport & Rochester (Rec'rs)** (*concluded*):			
	General office staff (concluded):			
	Clerks and bookkeepers, women	8	$1.43	day.
	Stenographers and typists, men	2	2.19	day.
	Transportation:			
	Train clerks and dispatchers	4	2.75	day.
	Ticket agents	19	1.51	day.
	Conductors	20	.261	hour.
	Motormen	19	.264	hour.
	Road and track men	143	.162	hour.
	Power:			
	Linemen	19	.232	hour.
	Sub-station men	13	.154	hour.
	Car-houses and shops:			
	Car cleaners	9	.187	hour.
	Car-house men	2	.240	hour.
	Carpenters	3	.312	hour.
	Machinists	1	.282	hour.
	Machinists' helpers	1	.180	hour.
	Electrical helpers	1	.242	hour.
	Painters	1	.290	hour.
	Total all classes named	275		
20	**New York & Stamford:**			
	General office staff:			
	General officers	1	$229.16	month.
	Other officers	2	22.29	week.
	Clerks and bookkeepers, men	6	12.41	week.
	Stenographers and typists, women	1	10.07	week.
	Transportation:			
	Inspectors	2	18.79	week.
	Train clerks and dispatchers	2	17.00	week.
	Starters	1	12.85	week.
	Conductors	38	.227	hour.
	Motormen	38	.237	hour.
	Road and track men	39	.163	hour.
	Power:			
	Engineers	3	.313	hour.
	Firemen	3	.258	hour.
	Coal passers	3	.221	hour.
	Electricians	1	.300	hour.
	Linemen	3	.245	hour.
	Car-houses and shops:			
	Car-house men	2	.195	hour.
	Other car-house employees	8	.184	hour.
	Carpenters	2	.276	hour.
	Blacksmiths	1	.271	hour.
	Machinists	2	.201	hour.
	Painters	8	.226	hour.
	Other shop employees	2	.199	hour.
	Total all classes named	168		
21	**Elmira Water, Light and Railroad:**			
	General office staff:			
	General officers	6	$159.89	month.
	Clerks and bookkeepers, men	5	15.57	week.
	Clerks and bookkeepers, women	7	10.79	week.
	Stenographers and typists, men	1	6.00	week.
	Stenographers and typists, women	1	9.00	week.
	Janitors and watchmen	1	7.00	week.
	Transportation:			
	Conductors	78	.181	hour.
	Motormen	72	.187	hour.
	Total all classes named	171		
22	**Albany Southern:**			
	General office staff:			
	General officers	5	$189.68	month.
	Clerks and bookkeepers, men	4	17.50	week.
	Clerks and bookkeepers, women	3	8.17	week.
	Stenographers and typists, women	3	10.67	week.
	Transportation:			
	Inspectors	2	14.00	week.
	Train clerks and dispatchers	3	18.46	week.
	Ticket agents	12	8.50	week.
	Ticket agents' assistants	7	6.03	week.
	Gatemen and platform men	5	7.65	week.
	Conductors	32	.285	hour.
	Motormen	33	.285	hour.
	Trainmen	13	.210	hour.
	Road and track men	27	.177	hour.
	Power:			
	Engineers	4	18.46	week.
	Oilers	6	11.20	week.
	Firemen	6	12.33	week.
	Coal passers	6	9.54	week.
	Dynamo and switchboard men	3	12.00	week.
	Electricians	1	19.00	week.
	Car-houses and shops:			
	Car-house men	12	11.90	week.
	Carpenters	2	13.86	week.

[1] Shows number employed August 5, 1909, date of receivership.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
22	**Albany Southern** (*concluded*):			
	Car-houses and shops (*concluded*):			
	Blacksmiths	1	$16.80	week.
	Machinists	1	12.00	week.
	Painters	1	21.00	week.
	Other shop employees	10	16.95	week.
	Total all classes named	202		
23	**Jamestown Street:**			
	General office staff:			
	General officers	1	$6.58	day.
	Clerks and bookkeepers, women	2	1.68	day.
	Stenographers and typists, women	1	1.32	day.
	Transportation:			
	Inspectors	3	1.99	day.
	Starters	1	2.62	day.
	Register takers	1	2.45	day.
	Conductors	74	2.20	day.
	Motormen	78	2.20	day.
	Road and track men	15	1.75	day.
	Power:			
	Engineers	4	2.05	day.
	Firemen	2	1.81	day.
	Coal passers	2	1.75	day.
	Ashmen	1	1.75	day.
	Boiler cleaners	1	1.65	day.
	Electricians	2	1.96	day.
	Linemen	2	2.48	day.
	Car-houses and shops:			
	Car cleaners	1	1.15	day.
	Car oilers	2	1.50	day.
	Carpenters	2	2.00	day.
	Blacksmiths	1	1.65	day.
	Machinists	2	1.64	day.
	Machinists' helpers	1	1.31	day.
	Painters	3	1.50	day.
	Other shop employees	1	2.00	day.
	Total all classes named	203		
24	**Otsego & Herkimer:**			
	General office staff:			
	General officers	5	.....	.....
	Other officers	5	.....	.....
	Clerks and bookkeepers, men	4	.....	.....
	Stenographers and typists, men	2	.....	.....
	Transportation:			
	Inspectors	2	.....	.....
	Train clerks and dispatchers	3	.....	.....
	Ticket agents	18	.....	.....
	Conductors	27	.....	.....
	Motormen	26	.....	.....
	Road and track men	53	.....	.....
	Power:			
	Dynamo and switchboard men	3	.....	.....
	Linemen	4	.....	.....
	Other power plant employees	3	.....	.....
	Car-houses and shops:			
	Car cleaners	2	.....	.....
	Lamp trimmers	1	.....	.....
	Other car-house employees	6	.....	.....
	Carpenters	2	.....	.....
	Blacksmiths	1	.....	.....
	Machinists	2	.....	.....
	Total all classes named	169		
25	**Orange County Traction:**			
	General office staff:			
	General officers	3	$986.12	year.
	Other officers	3	26.89	week.
	Clerks and bookkeepers, men	1	4.61	week.
	Stenographers and typists, women	1	7.77	week.
	Janitors and watchmen	1	10.50	week.
	Transportation:			
	Inspectors	2	18.00	week.
	Train clerks and dispatchers	2	16.00	week.
	Depot masters	2	12.03	week.
	Conductors	31	.198	hour.
	Motormen	30	.199	hour.
	Switchmen, flagmen, and yardmen	1	10.50	week.
	Other employees, switchmen	5	.150	hour.
	Road and track men	17	.150	hour.
	Freight laborers	1	.150	hour.
	Power:			
	Engineers	2	16.65	week.
	Firemen	2	.195	hour.
	Ashmen	1	.150	hour.
	Dynamo and switchboard men	1	.200	hour.
	Electricians	1	25.00	week.
	Linemen	2	21.86	week.
	Car-houses and shops:			
	Car cleaners	2	10.50	week.
	Carpenters	2	.400	hour.
	Blacksmiths	1	.200	hour.
	Machinists	1	.200	hour.
25	**Orange County Traction** (*concluded*):			
	Car-houses and shops (*concluded*):			
	Machinists' helpers	1	$10.50	week.
	Electrical helpers	2	12.63	week.
	Painters	1	21.00	week.
	Other shop employees	2	.150	hour.
	Total all classes named	121		
26	**Niagara Gorge:**			
	General office staff:			
	General officers	5	$140.00	month.
	Other officers	2	63.33	month.
	Clerks and bookkeepers, men	3	63.75	month.
	Clerks and bookkeepers, women	3	29.30	month.
	Stenographers and typists, men	1	70.00	month.
	Stenographers and typists, women	1	60.00	month.
	Janitors and watchmen	1	20.00	month.
	Transportation:			
	Inspectors	2	70.00	month.
	Starters	1	62.50	month.
	Depot masters	2	56.96	month.
	Conductors and motormen	48	.205	hour.
	Baggagemen	2	55.00	month.
	Switchmen, flagmen, and yardmen	1	48.12	month.
	Road and track men	22	.176	hour.
	Power:			
	Linemen	2	66.66	month.
	Car-houses and shops:			
	Miscellaneous car-house employees	2	66.50	month.
	Carpenters	1	.252	hour.
	Blacksmiths	1	60.00	month.
	Machinists			
	Machinists' helpers	2	60.00	month.
	Brass moulders			
	Electrical helpers			
	Painters	1	.245	hour.
	Total all classes named	103		
27	**Chautauqua Traction:**			
	General office staff:			
	Other officers	1	$3.85	day.
	Clerks and bookkeepers, men	2	2.10	day.
	Clerks and bookkeepers, women	5	1.10	day.
	Stenographers and typists, women	2	1.25	day.
	Transportation:			
	Train clerks and dispatchers	2	2.50	day.
	Ticket agents	9	1.50	day.
	Conductors	15	2.00	day.
	Motormen	15	2.25	day.
	Road and track men	10	1.50	day.
	Power:			
	Engineers, oilers, and wipers	1	3.28	day.
	Linemen	2	2.25	day.
	Other power plant employees	2	2.40	day.
	Car-houses and shops:			
	Car cleaners	1	1.53	day.
	Car oilers	2	1.36	day.
	Other car-house employees	6	1.50	day.
	Machinists' helpers	1	1.50	day.
	Electrical helpers	1	1.65	day.
	Total all classes named	77		
28	**Kingston Consolidated:**			
	General office staff:			
	General officers	2	$238.00	month.
	Clerks and bookkeepers, men	1	20.00	week.
	Transportation:			
	Depot masters and park employees	7	11.85	week.
	Conductors	17	.197	hour.
	Motormen	17	.197	hour.
	Extra motormen and conductors	30	.....	.....
	Power:			
	Engineers	2	18.50	week.
	Oilers	1	.....	.....
	Firemen	3	14.00	week.
	Coal passers	1	1.50	day.
	Electricians	1	.....	.....
	Linemen	1	.....	.....
	Other power plant employees	1	.....	.....
	Car-houses and shops:			
	Car cleaners	2	.....	.....
	Blacksmiths	1	18.00	week.
	Machinists	3	12.00	week.
	Machinists' helpers	2	11.00	week.
	Electrical helpers	2	12.00	week.
	Painters	2	13.50	week.
	Other shop employees	1	.....	.....
	Total all classes named	97		
29	**Poughkeepsie City & W. F. Elec.:**			
	General office staff:			
	General officers	2	$5,114.54	year.
	Other officers	1	23.27	week.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
29	**Poughkeepsie City & W. F. Electric** (*concluded*):			
	General office staff (*concluded*):			
	Clerks and bookkeepers, men	2	$19.03	week.
	Stenographers and typists, men	1	8.04	week.
	Transportation:			
	Conductors	24	11.13	week.
	Motormen	24	12.53	week.
	Road and track men	12	9.20	week.
	Power:			
	Linemen	12	12.08	week.
	Car-houses and shops:			
	Car cleaners	2	10.27	week.
	Other shop employees	2	16.38	week.
	Total all classes named	82		
30	**Ithaca Street:**			
	General office staff:			
	General officers	1	$1,800.00	year.
	Clerks and bookkeepers, men	1	20.00	month.
	Clerks and bookkeepers, women	1	50.00	month.
	Stenographers and typists, women	1	34.00	month.
	Janitors and watchmen	1	20.00	month.
	Messengers and others	1	131.29	month.
	Transportation:			
	Inspectors	1	73.70	month.
	Starters	1	.200	hour.
	Conductors	27	.184	hour.
	Motormen	26	.195	hour.
	Switchmen, flagmen, and yardmen	2	.160	hour.
	Road and track men	7	.193	hour.
	Channel-rail men	1	47.66	month.
	Park attendants	3	40.50	month.
	Hostlers, stablemen, etc	1	17.76	month.
	Power:			
	Engineers	3	41.67	month.
	Oilers	2	2.00	day.
	Sub-station attendants	2	70.43	month.
	Car-houses and shops:			
	Car cleaners	2	.191	hour.
	Car-house men	1	60.66	month.
	Carpenters	1	50.00	month.
	Blacksmiths	1	.211	hour.
	Machinists	1	82.46	month.
	Electrical helpers	1	80.00	month.
	Painters	1	2.00	day.
	Total all classes named	90		
31	**Syracuse & Suburban:**			
	General office staff:			
	General officers	3	$113.88	month.
	Clerks and bookkeepers, men	2	22.76	week.
	Janitors and watchmen	1	3.50	day.
	Transportation:			
	Ticket agents	2	40.00	month.
	Conductors	13	.209	hour.
	Motormen	15	.210	hour.
	Road and track men	10	.150	hour.
	Power:			
	Linemen	1	18.00	week.
	Other power plant employees	2	.224	hour.
	Car-houses and shops:			
	Car cleaners	2	13.30	week.
	Other car-house employees	7	.214	hour.
	Total all classes named	58		
32	**Geneva & Auburn:**			
	General office staff:			
	General officers	1	$188.54	month.
	Other officers	1	121.36	month.
	Clerks and bookkeepers, men	1	65.00	month.
	Transportation:			
	Conductors	19	.200	hour.
	Motormen	17	.200	hour.
	Switchmen, flagmen, and yardmen	1	25.00	month.
	Road and track men	9	.150	hour.
	Power:			
	Engineers	2	74.73	month.
	Firemen	2	58.52	month.
	Coal passers	1	.150	hour.
	Linemen	1	.225	hour.
	Car-houses and shops:			
	Car cleaners	1	.170	hour.
	Machinists	1	.200	hour.
	Painters	1	.190	hour.
	Other shop employees	6	.170	hour.
	Armature winders	1	.225	hour.
	Park employees	15	.150	hour.
	Total all classes named	80		
33	**Westchester Street:**			
	General office staff:			
	Other officers	1	$125.50	month.
	Clerks and bookkeepers, men	1	.200	hour.
	Clerks and bookkeepers, women	1	11.99	week.
	Janitors and watchmen	2	.150	hour.
	Transportation:			
	Inspectors	3	.232	hour.
	Starters	2	15.96	week.
	Claim agent	1	110.00	month.
	Conductors	39	.230	hour.
	Motormen	38	.232	hour.
	Road and track men	20	.154	hour.
	Power:			
	Engineers	3	19.00	week.
	Oilers	2	14.84	week.
	Firemen	1	.262	hour.
	Linemen	2	15.88	week.
	Car-houses and shops:			
	Car cleaners	4	.279	hour.
	Other car-house employees	5	.350	hour.
	Carpenters	1	.210	hour.
	Total all classes named	126		
34	**Warren & Jamestown Street:**			
	General office staff:			
	General officers	3	$98.61	month.
	Clerks and bookkeepers, women	2	46.93	month.
	Transportation:			
	Depot masters and ticket agents	1	71.50	month.
	Conductors	6	2.00	day.
	Motormen	5	2.00	day.
	Road and track men	3	1.75	day.
	Power:			
	Engineers	1	75.00	month.
	Oilers	1	65.19	month.
	Electricians	1	96.42	month.
	Linemen	1	2.50	day.
	Car-houses and shops:			
	Car cleaners	1	40.00	month.
	Other car-house employees	3	50.00	month.
	Blacksmiths	1	2.50	day.
	Electrical helpers	1	75.00	month.
	Total all classes named	30		
35	**Albany & Hudson:**[2]			
	General office staff:			
	General officers	4	$230.94	month.
	Clerks and bookkeepers, men	6	12.75	week.
	Clerks and bookkeepers, women	3	8.16	week.
	Stenographers and typists, women	3	9.06	week.
	Transportation:			
	Inspectors	1	14.00	week.
	Train clerks and dispatchers	3	18.46	week.
	Ticket agents	12	6.88	week.
	Gatemen and platform men	7	9.42	week.
	Conductors	18	.268	hour.
	Motormen	19	.268	hour.
	Road and track men	25	.162	hour.
	Freight laborers	7	.162	hour.
	Power:			
	Engineers	4	19.72	week.
	Oilers	5	12.74	week.
	Firemen	6	12.76	week.
	Coal passers	6	12.74	week.
	Dynamo and switchboard men	2	13.37	week.
	Electricians	3	13.02	week.
	Linemen	1	14.00	week.
	Car-houses and shops:			
	Car cleaners	1	10.92	week.
	Car-house men	3	10.92	week.
	Other car-house employees	2	10.92	week.
	Carpenters	1	12.48	week.
	Blacksmiths	1	14.00	week.
	Machinists	1	16.20	week.
	Other shop employees	18	13.06	week.
	Total all classes named	162		
36	**Cohoes:**			
	General office staff:			
	General officers	2	$43.21	month.
	Stenographers and typists, women	1	5.02	week.
	Transportation:			
	Inspectors	2	16.85	week.
	Starters	2		
	Conductors	21	.250	hour.
	Motormen	20	.250	hour.
	Road and track men	2	13.12	week.
	Total all classes named	50		

[2] Shows number employed September 14, 1909, date of reorganization.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
37	**Tarrytown, White Plains & Mamaroneck:**[3]			
	General office staff:			
	Receiver	1	[10]$5,968.84	.....
	Receiver's counsel	1	[10] 2,963.16	.....
	Superintendent	1	125.00	month.
	Clerks and bookkeepers, men	7	2.67	day.
	Stenographers and typists, women	1	.....	
	Janitors and watchmen	2	1.35	day.
	Transportation:			
	Inspectors	2	2.57	day.
	Starters	2	2.32	day.
	Conductors	39	.238	hour.
	Motormen	37	.234	hour.
	Switchmen, flagmen, and yardmen	2	2.36	day.
	Road and track men	7	1.63	day.
	Power:			
	Engineers	3	2.71	day.
	Oilers	2	2.13	day.
	Coal passers	1	2.62	day.
	Electrical engineers	1	.....	
	Linemen	2	2.12	day.
	Car-houses and shops:			
	Car cleaners	6	1.82	day.
	Car oilers and car repair men	2	2.05	day.
	Other car-house employees	2	2.70	day.
	Carpenters	1	3.27	day.
	Total all classes named	122		
38	**Cortland County Traction:**			
	General office staff:			
	General officers	2	$154.17	month.
	Clerks and bookkeepers, men	2	60.00	month.
	Stenographers and typists, women	2	21.33	month.
	Transportation:			
	Train clerks and dispatchers	1	68.33	month.
	Conductors	18	.173	hour.
	Motormen	20	.178	hour.
	Switchmen, flagmen, and yardmen	2	16.00	month.
	Road and track men	35	.150	hour.
	Freight laborers	2	24.54	month.
	Power:			
	Engineers	3	68.33	month.
	Oilers	1	55.00	month.
	Linemen	5	.275	hour.
	Firemen	2	50.00	month.
	Other power plant employees	9	.150	hour.
	Car-houses and shops:			
	Machinists	2	76.25	month.
	Other shop employees	4	.150	hour.
	Total all classes named	110		
39	**Waverly, Sayre & Athens Traction:**			
	General office staff:			
	General officers	1	.....	.....
	Clerks and bookkeepers, men	1	.....	.....
	Clerks and bookkeepers, women	1	.....	.....
	Stenographers and typists, women	1	.....	.....
	Transportation:			
	Starters	1	.....	.....
	Conductors	26	.....	.....
	Motormen	25	.....	.....
	Road and track men	17	.....	.....
	Car-houses and shops:			
	Car cleaners	2	.....	.....
	Other car-house employees	3	.....	.....
	Carpenters	1	.....	.....
	Machinists	1	.....	.....
	Electrical helpers	1	.....	.....
	Painters	1	.....	.....
	Master mechanic	1	.....	.....
	Total all classes named	83		
40	**Black River Traction:**			
	General office staff:			
	General officers	1	$3.29	day.
	Janitors and watchmen	1	2.65	day.
	Transportation:			
	Conductors	14	.....	.....
	Road and track men	9	.....	.....
	Miscellaneous[4]	5	.....	.....
	Total all classes named	30		
42	**Peekskill Lighting and Railroad:**			
	General office staff:			
	General officers	2	$39.80	month.
	Other officers	2	48.18	month.
	Clerks and bookkeepers, men	6	5.13	week.
	Stenographers and typists, women	1	3.37	week.
	Janitors and watchmen	1	.627	week.
42	**Peekskill Lighting and Railroad** (*concl.*):			
	Transportation:			
	Inspectors	1	$18.00	week.
	Conductors	16	.195	hour.
	Motormen	16	.195	hour.
	Road and track men	17	.162	hour.
	Freight conductors and motormen	2	.200	hour.
	Car-houses and shops:			
	Car cleaners and oilers	1	.171	hour.
	Other car-house employees	2	.177	hour.
	Machinists	1	.279	hour.
	Painters	1	.243	hour.
	Total all classes named	69		
43	**Wallkill Transit:**			
	General office staff:			
	General officers	1	$100.00	month.
	Clerks and bookkeepers, men	2	72.50	month.
	Stenographers and typists, women	1	.180	hour.
	Transportation:			
	Conductors	15	.200	hour.
	Motormen	14	.200	hour.
	Road and track men	21	.150	hour.
	Power:			
	Engineers	2	72.50	month.
	Firemen	2	60.00	month.
	Ashmen	1	.150	hour.
	Linemen	1	.210	hour.
	Car-houses and shops:			
	Car cleaners	1	.150	hour.
	Carpenters	1	3.00	day.
	Blacksmiths	1	2.00	day.
	Electrical helpers	2	2.15	day.
	Painters	1	2.75	day.
	Other shop employees	6	54.75	month.
	Total all classes named	72		
44	**Buffalo Southern:**			
	General office staff:			
	General officers	3	$77.20	month.
	Clerks and bookkeepers, men	1	78.78	month.
	Transportation:			
	Conductors	17	.181	hour.
	Conductors, special	13	.....	.....
	Motormen	17	.196	hour.
	Road and track men	11	.193	hour.
	Power:			
	Engineers	4	73.75	month.
	Firemen	2	62.59	month.
	Electricians	2	3.00	day.
	Linemen	1	3.11	day.
	Car-houses and shops:			
	Car cleaners	1	.200	hour.
	Other car-house employees	4	.183	hour.
	Total all classes named	76		
45	**Elmira & Seneca Lake Traction:**			
	General office staff:			
	General officers	2	$25.00	month.
	Clerks and bookkeepers, men	1	1.50	week.
	Clerks and bookkeepers, women	1	7.47	week.
	Transportation:			
	Conductors	8	.209	hour.
	Motormen	8	.221	hour.
	Road and track men	3	.165	hour.
	Power:			
	Engineers	2	.160	hour.
	Electricians	1	.180	hour.
	Car-houses and shops:			
	Car-house men; Other car-house employees	4	.180	hour.
	Total all classes named	30		
46	**Syracuse & South Bay Electric:**			
	General office staff:			
	Clerks and bookkeepers, men	2	$68.28	month.
	Transportation:			
	Supt. of transportation	1	94.99	month.
	Ticket agents	1	76.42	month.
	Conductors	6	.240	hour.
	Motormen	6	.235	hour.
	Road and track men	24	.179	hour.
	Express laborers	2	.230	hour.
	Power:			
	Dynamo and switchboard men	2	2.00	day.
	Linemen	1	.200	hour.
	Car-house and shops:			
	Other car-house employees	6	.240	hour.
	Other shop employees	2	.200	hour.
	Total all classes named	53		

[3] Shows number employed December 7, 1909, date of sale of property under foreclosure. [4] "The all-around men perform all the odd jobs: running steam plant whenever water power fails . . . doing line work if trolley falls down," etc. [10] Total amount of fees and expenses.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
47	**Corning & Painted Post Street:**			
	General office staff:			
	Stenographers and typists, women	1	$1.00	day.
	Transportation:			
	Inspectors, supt. and asst	2	3.75	day.
	Conductors	14	.187	hour.
	Motormen	14	.189	hour.
	Road and track men	14	.175	hour.
	Car-houses and shops:			
	Car-house men	3	.....	.....
	Painters	1	3.00	day.
	Total all classes named	49		
48	**Fishkill Electric:**			
	General office staff:			
	General officers	2	$848.13	year.
	Other officers	2	876.00	year.
	Janitors and watchmen	1	2.00	day.
	Transportation:			
	Conductors	10	.150	hour.
	Motormen	10	.172	hour.
	Road and track men	12	.150	hour.
	Car-houses and shops:			
	Car-house men	2	.350	hour.
	Total all classes named	39		
49	**New York & North Shore Traction:**			
	General office staff:			
	Other officers	1	$85.00	month.
	Stenographers and typists, women	1	40.83	month.
	Transportation:			
	Conductors	12	.202	hour.
	Motormen	12	.201	hour.
	Road and track men	1	.173	hour.
	Power:			
	Other power plant employees	1	67.92	month.
	Car-houses and shops:			
	Car-house men	1	.200	hour.
	Other car-house employees	2	.168	hour.
	Machinists	2	.275	hour.
	Total all classes named	33		
50	**Auburn & Northern Electric:**			
	General office staff:			
	Clerks and bookkeepers, men	1	$65.64	month.
	Transportation:			
	Ticket agents	1	35.90	month.
	Conductors	4	.253	hour.
	Motormen	4	.255	hour.
	Road and track men	6	.159	hour.
	Power:			
	Electricians	1	.332	hour.
	Linemen	1	.270	hour.
	Car-houses and shops:			
	Car cleaners	1	.169	hour.
	Car oilers	1	.178	hour.
	Lamp trimmers	1	.174	hour.
	Other car-house employees	1	.177	hour.
	Carpenters	1	.377	hour.
	Blacksmiths	1	.200	hour.
	Machinists	1	.254	hour.
	Electrical helpers	1	.225	hour.
	Total all classes named	26		
51	**Huntington:**			
	Transportation:			
	Inspectors	2	$704.92	year.
	Conductors	8	.210	hour.
	Motormen	8	.220	hour.
	Road and track men	32	.143	hour.
	Total all classes named	50		
52	**Ogdensburg Street:**			
	General office staff:			
	General officers	3	$700.88	year.
	Stenographers and typists, men	1	12.00	week.
	Transportation:			
	Conductors	10	.155	hour.
	Motormen	10	.155	hour.
	Road and track men	3	.164	hour.
	Power:			
	Engineers	1	14.29	week.
	Car-houses and shops:			
	Car cleaners	1	10.19	week.
	Car-house men	2	.195	hour.
	Total all classes named	31		
53	**Buffalo & Williamsville Electric:**			
	General office staff:			
	General officers	2	$650.00	year.
	Transportation:			
	Conductors	5	.184	hour.
	Motormen	5	.184	hour.
	Power:			
	Engineers	2	16.16	week.
	Car-houses and shops:			
	Car-house men	3	11.40	week.
	Total all classes named	17		
54	**Elmira, Corning & Waverly:**			
	General office staff:			
	Clerks and bookkeepers, women	1	$5.00	week.
	Stenographers and typists, men	1	10.00	week.
	Janitors and watchmen	1	5.00	week.
	Transportation:			
	Superintendent	1	132.00	month.
	Conductors	7	.180	hour.
	Motormen	7	.180	hour.
	Road and track men	7	.150	hour.
	Power:			
	Dynamo and switchboard men	5	66.85	month.
	Car-houses and shops:			
	Car-house men	3	101.42	month.
	Total all classes named	33		
55	**Troy & New England:**			
	General office staff:			
	General officers	1	$8.33	month.
	Other officers	1	18.00	week.
	Janitors and watchmen	1	1.50	day.
	Transportation:			
	Station agents	2	10.46	week.
	Conductors	9	.200	hour.
	Motormen	7	.200	hour.
	Road and track men	5	1.60	day.
	Power:			
	Engineers	1	.250	hour.
	Electricians	1	14.00	week.
	Linemen	1	.150	hour.
	Total all classes named	29		
57	**Hornell Traction:**			
	General office staff:			
	General officers	2	$125.00	month.
	Clerks and bookkeepers, women	1	40.00	month.
	Janitors and watchmen	1	1.75	day.
	Transportation:			
	Conductors	8	1.87	day.
	Conductors, special	2		
	Motormen	8	1.87	day.
	Motormen, special	2		
	Road and track men	6	1.50	day.
	Car-houses and shops:			
	Car-house men	2	2.25	day.
	Total all classes named	32		
58	**Eastern New York:**			
	General office staff:			
	General officers and superintendent	2	$0.555	hour.
	Clerks and bookkeepers, men	1	.304	hour.
	Transportation:			
	Conductors	2	.200	hour.
	Motormen	2	.209	hour.
	Switchmen, flagmen, and yardmen	2	.162	hour.
	Road and track men	7	.150	hour.
	Station porters and watchmen	1	.147	hour.
	Power:			
	Electricians	1	.250	hour.
	Total all classes named	18		
59	**Plattsburgh Traction:**			
	General office staff:			
	General officers	1	$1,209.68	year.
	Clerks and bookkeepers, women	1	597.43	year.
	Transportation:			
	Starters	1	772.73	year.
	Conductors	6	1.57	day.
	Motormen	5	1.71	day.
	Road and track men	3	1.50	day.
	Car-houses and shops:			
	Other car-house employees	2	1.50	day.
	Total all classes named	19		

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*continued*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay. Amount.	Unit.
61	**Rochester & Manitou:** [5]			
	General office staff:			
	Superintendent	1	$1,500.00	year.
	Clerks and bookkeepers, women	1	375.00	year.
	Transportation:			
	Road and track men	13	.172	hour.
	Total all classes named	15		
62	**Hudson River & Eastern Traction:**			
	General office staff:			
	General officers	1	$75.00	month.
	Clerks and bookkeepers, men	1	49.03	month.
	Transportation:			
	Inspectors	1	56.11	month.
	Conductors	6	.200	hour.
	Motormen	8	.200	hour.
	Road and track men	5	.171	hour.
	Car-houses and shops:			
	Car-house men	2	.218	hour.
	Total all classes named	24		
63	**Glen Cove:**			
	Transportation:			
	Inspectors	1	$300.00	year.
	Conductors	5	.190	hour.
	Motormen	5	.200	hour.
	Road and track men	4	.143	hour.
	Total all classes named	15		
64	**John Johnston:**			
	General office staff:			
	Clerks and bookkeepers, women	1	$1.71	day.
	Transportation:			
	Inspectors	1	1.43	day.
	Conductors	11	.236	hour.
	Motormen	9	.236	hour.
	Total all classes named	22		
67	**Buffalo & Depew:**			
	General office staff:			
	Other officers	2	$126.67	month.
	Transportation:			
	Conductors	4	.165	hour.
	Motormen	4	.165	hour.
	Road and track men	4	.160	hour.
	Power:			
	Engineers	2	1.92	day.
	Electricians	1	2.40	day.
	Total all classes named	17		
68	**Nassau County:**			
	Transportation:			
	Inspectors	1	$300.00	year.
	Conductors	3	.190	hour.
	Motormen	3	.200	hour.
	Road and track men	4	.143	hour.
	Total all classes named	11		
69	**St. Lawrence Intl. El. R. R. & Land:**			
	General office staff:			
	Auditor	1	$2.00	day.
	Assistant manager and superintendent	1	3.30	day.
	Clerks and bookkeepers, women; Stenographers and typists, women	1	1.39	day.
	Transportation:			
	Conductors	1	1.83	day.
	Motormen	1	2.00	day.
	Yardmen	1	2.00	day.
	Road and track men	2	1.85	day.
	Power:			
	Engineers	1	2.08	day.
	Firemen	1	1.90	day.
	Electricians	1	2.15	day.
	Other power plant employees	1	1.50	day.
	Total all classes named	12		
70	**Putnam & Westchester Traction:** [6]			
	Transportation:			
	Conductors	3	$0.190	hour.
	Motormen	3	.190	hour.
	Total all classes named	6		
71	**Northport Traction:**			
	Transportation:			
	Inspectors	1	$300.00	year.
	Conductors	3	.190	hour.
	Motormen	3	.200	hour.
	Road and track men	4	.143	hour.
	Total all classes named	11		
72	**Paul Smith's El. Lt. & Pr. & R. R.:**			
	General office staff:			
	General officers	4	$1.71	day.
	Clerks and bookkeepers, men	2	2.08	day.
	Transportation:			
	Conductors	1	2.00	day.
	Motormen	1	2.50	day.
	Total all classes named	8		
73	**Hornellsville & Canisteo:** [7]			
	General office staff:			
	General officers	2	$125.00	month.
	Clerks and bookkeepers, women	1	40.00	month.
	Janitors and watchmen	1	41.75	month.
	Transportation:			
	Conductors	3	2.00	day.
	Motormen	3	2.00	day.
	Road and track men	6	1.50	day.
	Car-houses and shops:			
	Car-house men	2	2.25	day.
	Total all classes named	18		
74	**Adirondack Lakes' Traction:**			
	General office staff:			
	Other officers	1	$93.86	month.
	Clerks and bookkeepers, men	1	10.00	month.
	Transportation:			
	Ticket agents	2	6.25	month.
	Conductors	4	.216	hour.
	Motormen	4	.216	hour.
	Road and track men	3	.162	hour.
	Total all classes named	15		
75	**Hornellsville Electric:** [7]			
	General office staff:			
	General officers	2	$100.00	month.
	Clerks and bookkeepers, women	1	40.00	month.
	Janitors and watchmen	1	1.75	day.
	Transportation:			
	Conductors	5	1.75	day.
	Conductors, special	2	1.75	day.
	Motormen	5	1.75	day.
	Motormen, special	2	1.75	day.
	Road and track men	4	1.50	day.
	Car-houses and shops:			
	Car-house men	2	2.25	day.
	Total all classes named	24		
76	**Port Jervis Traction:**			
	General office staff:			
	General officers	2	.....	.....
	Janitors and watchmen	1	.....	.....
	Transportation:			
	Conductors	2	.....	.....
	Motormen	2	.....	.....
	Car-houses and shops:			
	Car cleaners	1	$10.50	week.
	Total all classes named	8		
77	**Catskill Traction:**			
	General office staff:			
	Clerks and bookkeepers, women	1	$7.36	week.
	Janitors and watchmen	1	10.00	week.
	Transportation:			
	Conductors	4	.....	.....
	Motormen	3	.....	.....
	Total all classes named	9		
78	**Hoosick Falls:**			
	General office staff:			
	Other officers	1	$35.00	week.
	Clerks and bookkeepers, men	1	5.83	week.
	Clerks and bookkeepers, women	1	15.00	week.

[5] Respondent reports that it is unable to show further details as all the employees perform different duties at various times; most of the employees are on duty less than three months; during the winter months there are not more than two on the regular payroll; the average rate of compensation for conductors is given as 23 cents per hour; for motormen, 25 cents per hour. [6] "Road is operated under contract with the Peekskill Lighting & Railroad Co., and employees are furnished by that company." [7] Shows number employed October 6, 1909, date of consolidation into Hornell Traction Co.

TABLE 212: EMPLOYEES AND THEIR SALARIES AND WAGES, OPERATING ELECTRIC RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910 (*concluded*).

The figures given are for the street and interurban railroad operations of the corporation as a whole; they are not segregated according to state lines. The corporations operating both within and without the State are International Railway Company, Buffalo and Lake Erie Traction Company, Western New York and Pennsylvania Traction Company, New York and Stamford Railway Company, Warren and Jamestown Street Railway Company, and The Waverly, Sayre and Athens Traction Company.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp. No.	Name of corporation and class of employees.	Number employed at close of year.	Average rate of pay.	
			Amount.	Unit.
78	**Hoosick Falls** (*concluded*):			
	Transportation:			
	Conductors	3	$15.13	week.
	Motormen	3	15.17	week.
	Road and track men	26	11.54	week.
	Power:			
	Engineers	2	17.50	week.
	Firemen	2	12.60	week.
	Car-houses and shops:			
	Car-house men	2	14.48	week.
	Total all classes named	41		
79	**Catskill Electric:** [8]			
	Transportation:			
	Conductors	2	.....	.....
	Motormen	2	.....	.....
	Total all classes named	4		
80	**Shore Line Electric:**			
	Transportation:			
	Conductors	2	$0.225	hour.
	Motormen	2	.240	hour.
	Total all classes named	4		

The following corporations do not report any statistics of employees, wages and salaries:

7. Crosstown Street Railway Company of Buffalo (International Railway Company employs the men who work on the lines of the respondent).

11. Fonda, Johnstown and Gloversville Railroad Company (the statistics for employees, wages and salaries of this road are included among the tabulations of steam railroad corporations; respondent states that "there are so many departments in the offices, stations, and shops where the same employees are working on both steam and electric work that it would be impossible to make a satisfactory segregation").

41. Rochester and Suburban Railway Co. (employees are furnished when necessary by New York State Railways).

56. Penn Yan, Keuka Park and Branchport Railway.

60. New Paltz, Highland and Poughkeepsie Traction Company.

65. Electric City Railway Company (International Railway Company employs the men who work on the lines of the respondent).

66. Newark and Marion Railway Company (the road of this company is operated by steam motive power at the present time by the Syracuse Railroad Construction Company in the name of the Railway company, but the road is not yet in formal operation by the Railway company).

[8] Shows number employed April 12, 1910, date when property was transferred to Catskill Traction Co.

TABLE 213: GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE STATE OF NEW YORK, OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Figures in *italics* denote *decreases.*

Corporation No.	Name of corporation.	With steam railroads.										With other electric roads outside cities or villages.			With highways outside cities or villages.					Corporation No.
		Unprotected.		Protected.											Unprotected.		Protected.			
		Number.	Increase over preceding year.	By both gates and flagmen.	By gates alone.	By flagmen 24 hours per day.	By flagmen part of the time.	By interlocking devices.	By derailing devices.	Total.	Increase over preceding year.	Total.	Number unprotected	Number protected.	Total.	Number.	Increase over preceding year.	Number.	Increase over preceding year.	Total.	
1	International	7	...	...	2	6	...	4	4	16	*3*	23	...	...	..	40	...	..	...	40	1
2	New York State Railways	1	...	...	..	...	...	...	5	5	1	6	...	...	..	104	1	..	...	104	2
3	United Traction	6	...	7	..	2	2	1	...	12	...	18	...	...	..	...	...	..	...	..	3
4	Syracuse Rapid Transit	4	...	5	1	2	3	...	...	11	...	15	...	...	..	1	...	..	...	1	4
5	Utica and Mohawk Valley	2	*1*	7	..	...	...	1	...	8	...	10	...	...	..	22	...	..	...	22	5
6	Schenectady	..	...	1	..	...	...	...	...	1	...	1	...	...	..	28	...	..	...	28	6
7	Crosstown Street	5	...	1	..	2	...	1	11	15	*3*	20	...	...	..	...	...	..	...	..	7
8	Buffalo and Lake Erie Traction	1	...	2	..	...	3	...	1	[7]6	1	7	...	...	..	41	*1*	1	1	42	8
9	Hudson Valley	5	*1*	3	..	3	...	...	...	6	1	11	...	...	..	78	...	..	...	78	9
10	Yonkers	..	...	2	..	1	...	...	...	3	...	3	...	...	..	...	...	..	...	..	10
11	Fonda, Johnstown and Gloversville[8]	..	...	...	..	...	2	...	2	4	...	4	...	...	..	19	...	1	...	20	11
12	Rochester, Syracuse and Eastern	1	...	...	..	...	...	...	...	..	...	1	...	...	..	63	23	..	...	63	12
14	Auburn and Syracuse Electric	2	...	...	1	1	...	...	...	2	...	4	...	...	..	27	...	..	...	27	14
15	Oneida Railway	..	...	...	..	...	...	...	...	..	...	..	...	...	..	2	1	..	...	2	15
16	Western New York and Pennsylvania Tr.	6	...	...	1	...	...	...	4	5	*1*	11	...	...	..	23	...	..	...	23	16
17	Binghamton	2	...	...	..	2	...	...	...	2	...	4	...	...	..	3	...	..	...	3	17
18	Syracuse, Lake Shore and Northern	5	3	...	..	...	4	...	1	5	4	10	...	...	..	17	2	..	...	17	18
19½	Buffalo, Lockport and Rochester	2	...	...	..	...	...	...	...	..	...	2	...	...	..	42	...	3	3	45	19½
20	New York and Stamford	1	...	...	..	...	...	...	...	..	...	1	...	...	..	1	...	..	...	1	20
21	Elmira Water, Light and Railroad	1	1	...	2	...	...	...	2	4	...	5	...	...	..	1	...	..	...	1	21
22	Albany Southern	[1]1	1	...	..	...	...	...	...	..	...	1	...	...	..	42	[1]12	..	...	42	22
23	Jamestown Street	1	...	...	5	...	...	...	...	5	*1*	6	...	...	..	...	...	..	...	..	23
24	Otsego and Herkimer	1	...	...	..	...	...	...	...	..	...	1	...	...	..	...	...	38	...	38	24
25	Orange County Traction	..	...	...	..	...	...	...	...	..	...	..	...	...	..	6	...	..	...	6	25
26	Niagara Gorge	2	*1*	...	1	...	...	...	...	3	...	3	1	...	1	...	...	1	...	1	26
27	Chautauqua Traction	..	...	...	..	...	...	...	...	..	...	..	...	...	..	...	...	6	...	6	27
28	Kingston Consolidated	..	...	...	1	5	...	...	...	6	...	6	...	...	..	...	...	..	...	..	28
29	Poughkeepsie City and Wappingers F. E.	1	...	...	..	1	...	...	...	1	...	2	...	...	..	...	...	..	...	..	29
30	Ithaca Street	2	...	...	..	...	...	1	...	1	...	3	...	...	..	2	...	..	...	2	30
31	Syracuse & Suburban	..	...	...	..	...	...	...	...	..	...	..	...	...	..	9	...	..	...	9	31
32	Geneva and Auburn	..	...	...	..	...	1	...	2	3	...	3	...	...	..	10	...	..	...	10	32
33	Westchester Street	..	...	...	1	...	...	...	1	2	...	2	...	...	..	12	...	..	...	12	33
34	Warren and Jamestown Street	..	...	...	..	...	...	...	...	..	...	..	...	...	..	6	...	..	...	6	34
38	Cortland County Traction	..	...	...	..	...	2	...	1	3	...	3	...	...	..	8	...	..	...	8	38
39	Waverly, Sayre and Athens	1	...	...	..	...	...	...	...	..	*1*	1	...	...	..	...	...	..	...	..	39
40	Black River Traction	2	...	...	2	...	...	...	...	2	...	4	...	...	..	...	...	..	...	..	40
41	Rochester Suburban	..	...	...	..	...	...	...	...	..	...	..	...	...	..	11	...	..	...	11	41
42	Peekskill Lighting and Railroad	..	...	...	..	...	...	...	...	..	...	..	...	...	..	5	...	..	...	5	42
43	Wallkill Transit	..	...	[3]1	..	...	...	...	...	1	...	1	...	...	..	...	...	..	...	..	43
44	Buffalo Southern	1	...	...	..	...	1	...	1	2	...	3	...	...	..	40	...	..	...	40	44
45	Elmira and Seneca Lake Traction	..	...	...	..	...	1	...	1	2	...	2	...	...	..	8	...	..	...	8	45
46	Syracuse and South Bay Electric	..	...	...	..	...	...	...	...	..	...	..	...	...	..	12	...	..	...	12	46
47	Corning and Painted Post Street	..	...	...	..	...	...	...	1	1	...	1	...	...	..	3	...	..	...	3	47
48	Fishkill Electric	..	...	1	..	...	...	...	...	1	...	1	...	...	..	1	...	..	...	1	48
50	Auburn and Northern	..	...	...	..	...	...	...	[4]1	1	...	1	...	...	..	6	...	..	...	6	50
51	Huntington	1	1	...	..	...	...	...	...	..	...	1	2	...	2	[5]2	...	..	...	[5]2	51
52	Ogdensburg Street	1	...	...	..	...	...	...	...	..	...	1	...	...	..	...	...	..	...	..	52
53	Buffalo and Williamsville Electric	..	...	...	..	...	...	...	...	..	...	..	...	...	..	4	...	..	...	4	53
54	Elmira, Corning and Waverly	..	...	...	..	...	...	...	...	..	...	..	...	...	..	5	2	..	...	5	54
55	Troy and New England	..	...	...	..	...	...	...	...	..	...	..	...	...	..	9	...	..	...	9	55
56	Penn Yan, Keuka Park and Branchport	..	...	...	..	...	...	...	...	..	...	..	...	...	..	6	...	..	...	6	56
57	Hornell Traction	..	...	...	..	...	...	...	...	..	...	..	...	...	..	2	...	..	...	2	57
58	Eastern New York	..	...	...	..	...	...	...	...	..	...	..	...	...	..	10	...	..	...	10	58
59	Plattsburgh Traction	1	...	...	..	...	1	...	...	1	...	2	...	...	..	1	...	..	...	1	59
60	New Paltz, Highland and Poughkeep. Tr.	..	...	...	..	...	...	...	...	..	...	..	...	...	..	8	...	..	...	8	60
61	Rochester and Manitou	1	...	...	..	...	...	...	...	..	...	1	...	...	..	4	...	..	...	4	61
66	Newark and Marion	..	...	...	..	...	...	...	..	..	...	..	...	...	..	9	...	..	...	9	66
67	Buffalo and Depew	..	...	...	..	...	...	...	...	..	...	..	...	...	..	4	...	..	...	4	67
69	St. Lawrence Int. Elec. R.R. and Land.	..	...	...	..	...	...	...	...	..	...	..	...	...	..	[6]5	...	..	...	[6]5	69
70	Putnam and Westchester	..	...	...	..	...	...	...	...	..	...	..	...	...	..	4	...	..	...	4	70
74	Adirondack Lakes Traction	..	...	...	..	...	...	...	...	..	...	..	...	...	..	...	...	4	...	4	74
76	Port Jervis Traction	..	...	...	..	...	...	...	1	1	...	1	...	...	..	...	...	..	...	..	76
77	Catskill Traction	..	...	...	..	...	...	...	...	..	...	..	...	...	..	1	...	..	...	1	77
78	Hoosick Falls	..	...	...	..	...	...	...	...	..	...	..	...	...	..	7	...	..	...	7	78
	Totals	67	3	30	17	25	20	8	39	141	*3*	206	3	...	3	774	40	54	4	828	

The following named corporations report no grade crossings:

13. Westchester Electric Railroad Co.
36. Cohoes Railway Co.
49. New York and North Shore Traction Co.
62. Hudson River and Eastern Traction Co.
63. Glen Cove Rail Road Co.
64. John Johnston.
65. Electric City Railway Co.
68. Nassau County Railway Co.
71. Northport Traction Co.
72. Paul Smith's Electric Light and Power and Railroad Co.
80. Shore Line Electric Railroad Co.

The following named corporations are omitted from this table for the reasons given:

19. Buffalo, Lockport and Rochester Railway Co. (Corporation): property in hands of receivers June 30, 1910.
35. Albany and Hudson Railroad Co.: property operated June 30, 1910, by reorganized Albany Southern Railroad Co.
37. Tarrytown, White Plains and Mamaroneck Railway Co.: property sold under foreclosure during year to Westchester Street Railroad Co. and Shore Line Electric Railroad Co.
73. Hornellsville and Canisteo Railway Co.: consolidated into Hornell Traction Co.
75. Hornellsville Electric Railway Co.: consolidated into Hornell Traction Co.
79. Catskill Electric Railway Co.: property operated June 30, 1910, by Catskill Traction Co.

[1] Increase over the number reported as of June 30, 1909, by Albany & Hudson R.R. Co., former owners of the road. [3] Also protected by derailing device. [4] Also protected by flagmen furnished by Lehigh Valley R.R. Co. [5] Former reports erroneously gave eight. [6] Former reports erroneously gave three. [7] Figures shown as given in letter dated May 9, 1911; not consistent with a letter dated July 9, 1910, which stated that there were only two grade crossings with steam roads in New York state. [8] Only crossings on the electric division of this corporation are shown; for grade crossings on the steam division see Table 113.

TABLE 214: ACCIDENTS TO PERSONS FROM ELECTRIC RAILROAD OPERATIONS WITHIN THE STATE OF NEW YORK DURING THE YEAR ENDED JUNE 30, 1910.

The heading "Killed" includes all cases resulting in death within 24 hours after the time of the accident. Accidents resulting in death later than 24 hours afterward are shown under the heading "Injured". Injuries to employees so slight as not to incapacitate the injured employee for more than three days during the ten days immediately following the accident are excluded.

The corporations are named in the order of their revenues from street and interurban railroad operations for the year ended June 30, 1910; for their names in alphabetic order and their ranking on the basis of operating revenues, see page 195.

Corp'n No.	Name of corporation.	Resulting from movement of locomotives or cars.						Resulting from other causes.				Total.		Corp'n No.
		Employees.		Passengers.		Other persons.		Employees.		Other persons.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Persons killed.	Persons injured.	
1	International	4	11	4	86	12	176	.....	.....	.....	6	20	279	1
2	New York State Railways	.....	15	1	133	12	127	.....	1	.....	2	13	278	2
3	United Traction	.....	5	.....	38	3	59	.....	1	.....	.....	3	103	3
4	Syracuse Rapid Transit	.....	2	1	79	1	71	.....	2	.....	29	2	183	4
5	Utica and Mohawk Valley	.....	4	.....	35	4	20	.....	2	.....	2	4	63	5
6	Schenectady	.....	4	.....	61	8	16	.....	.....	.....	4	8	85	6
7	Crosstown Street of Buffalo	.....	1	1	22	5	46	.....	.....	.....	.....	6	69	7
8	Buffalo and Lake Erie	.....	1	.....	4	3	49	.....	.....	1	3	4	57	8
9	Hudson Valley	.....	.....	.....	1	5	9	.....	.....	1	20	6	30	9
10	Yonkers	1	1	.....	82	.....	24	.....	3	.....	2	1	112	10
12	Rochester, Syracuse and Eastern	.....	1	.....	1	4	5	.....	.....	.....	2	4	9	12
13	Westchester Electric	.....	1	.....	16	2	14	.....	.....	.....	.....	2	31	13
14	Auburn and Syracuse Electric	.....	4	1	5	1	7	.....	.....	.....	2	2	18	14
15	Oneida	.....	1	.....	1	4	2	.....	.....	.....	.....	4	4	15
16	Western New York and Pennsylvania	.....	.....	.....	11	1	3	.....	.....	.....	.....	1	14	16
17	Binghamton	.....	.....	.....	3	1	4	.....	.....	1	2	2	9	17
18	Syracuse, Lake Shore and Northern	1	3	.....	3	4	7	.....	.....	.....	3	5	16	18
19½	Buffalo, Lockport and Rochester [1]	.....	3	1	14	5	9	.....	1	.....	.....	6	27	19½
20	New York and Stamford	.....	.....	.....	5	.....	.....	.....	.....	.....	1	.....	6	20
21	Elmira Water, Light and Railroad	.....	.....	.....	2	1	1	.....	.....	.....	.....	1	3	21
22	Albany Southern [2]	2	2	.....	78	1	.....	.....	1	1	.....	4	81	22
23	Jamestown Street	.....	1	.....	7	.....	.....	.....	1	.....	.....	.....	9	23
24	Otsego and Herkimer	2	1	.....	.....	.....	.....	.....	.....	.....	.....	2	1	24
25	Orange County Traction	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	8	25
26	Niagara Gorge	.....	3	.....	.....	1	8	.....	.....	.....	.....	1	11	26
27	Chautauqua Traction	1	5	.....	2	.....	.....	.....	.....	.....	.....	1	7	27
28	Kingston Consolidated	.....	.....	.....	11	.....	1	1	.....	.....	.....	1	12	28
29	Poughkeepsie City and W. Falls Elec	.....	.....	.....	2	2	3	.....	.....	.....	.....	2	5	29
31	Syracuse and Suburban	.....	.....	.....	.....	1	2	.....	.....	.....	.....	1	2	31
32	Geneva and Auburn	.....	.....	1	23	.....	.....	.....	.....	.....	6	1	29	32
33	Westchester Street [14]	.....	1	.....	.....	3	4	.....	.....	.....	.....	3	5	33
34	Warren and Jamestown Street	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	4	34
36	Cohoes	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	5	36
37	Tarrytown, White Plains and Mamaroneck [13]	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	5	37
38	Cortland County Traction	.....	.....	.....	2	2	2	.....	.....	.....	.....	2	4	38
39	Waverly, Sayre and Athens	.....	.....	.....	.....	1	3	.....	.....	.....	.....	1	3	39
40	Black River Traction	.....	.....	.....	2	.....	1	.....	.....	.....	1	.....	4	40
41	Rochester and Suburban	.....	.....	.....	4	1	1	.....	.....	.....	.....	1	5	41
44	Buffalo Southern	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	44
45	Elmira and Seneca Lake Traction	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	45
46	Syracuse and South Bay Electric	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	6	46
47	Corning and Painted Post Street	1	1	.....	1	.....	.....	.....	.....	.....	.....	1	2	47
48	Fishkill Electric	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	48
49	New York and North Shore Traction	.....	3	.....	6	.....	4	.....	.....	.....	.....	.....	13	49
51	Huntington	.....	.....	.....	1	1	1	.....	.....	.....	.....	1	2	51
52	Ogdensburg Street	.....	.....	1	.....	.....	1	.....	.....	.....	.....	1	1	52
53	Buffalo and Williamsville Electric	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	53
54	Elmira, Corning and Waverly	.....	3	.....	3	.....	2	.....	.....	.....	.....	.....	8	54
55	Troy and New England	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	55
57	Hornell Traction [4]	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	57
61	Rochester and Manitou	.....	.....	.....	2	.....	.....	.....	.....	.....	3	.....	5	61
64	John Johnston	.....	.....	.....	8	.....	5	.....	1	.....	2	.....	16	64
67	Buffalo and Depew	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	67
74	Adirondack Lakes' Traction	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	74
75	Hornellsville Electric [5]	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	75
76	Port Jervis Traction [6]	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	1	76
77	Catskill Traction [7]	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	77
	Totals	12	80	11	773	91	700	1	13	4	94	119	1,660	

The following named corporations report no accidents:

11. Fonda, Johnstown and Gloversville Railroad Co.[8]
19. Buffalo, Lockport and Rochester Railway Co. (Corporation) [9]
30. Ithaca Street Railway Co.
35. Albany and Hudson Railroad Co.[10]
42. Peekskill Lighting and Railroad Co.
43. Wallkill Traction Co.
50. Auburn and Northern Electric Railroad Co.
56. Penn Yan, Keuka Park and Branchport Railway Co.
58. Eastern New York Railroad Co.
59. Plattsburgh Traction Co.
60. New Paltz, Highland and Poughkeepsie Traction Co.
62. Hudson River and Eastern Traction Co.
63. Glen Cove Rail Road Co.
65. Electric City Railroad Co.
66. Newark and Marion Railway Co.
68. Nassau County Railway Co.
69. St. Lawrence International Electric Railroad and Land Co.
70. Putnam and Westchester Traction Co.
71. Northport Traction Co.
72. Paul Smith's Electric Light and Power and Railroad Co.
73. Hornellsville and Canisteo Railway Co.[5]
78. Hoosick Falls Railroad Co.[11]
79. Catskill Electric Railway Co.[12]
80. Shore Line Electric Railroad Co.[14]

[1] Report covers period from August 6, 1909, date of receivership, to June 30, 1910. [2] Period of operations September 14, 1909, date of reorganization, to June 30, 1910. [4] Period of operations October 6, 1909, date of consolidation, to June 30, 1910. [5] Period of operations July 1, 1909, to October 6, 1909, on which date Hornellsville Electric Ry. Co. and Hornellsville & Canisteo Ry. Co. were consolidated into Hornell Traction Co. [6] Period of operations February 1, 1910, date of reorganization, to June 30, 1910. [7] Period of operations April 12, 1910, date of acquisition of property, to June 30, 1910. [8] Applies to electric division only; for accidents on the steam division see Table 114. [9] Period of operations July 1, 1909, to August 6, 1909, date of receivership. [10] Period of operations July 1, 1909, to September 14, 1909, date of reorganization. [11] Period of operations May 27, 1910, date of acquisition of property, to June 30, 1910. [12] Report covers period from February 12, 1910, to April 12, 1910, during which time road was operated by W. C. Wood. [13] Period of operations July 1, 1909, to December 8, 1909, effective date of sale to Westchester Street R.R. Co. and Shore Line Electric R.R. Co. [14] Period of operations December 8, 1909, effective date of purchase of property from Tarrytown, White Plains & Mamaroneck Ry. Co., to June 30, 1910.

TABLE 215: PRINCIPAL GENERAL OFFICERS AND PRINCIPAL OFFICE,

Line No.	Name of corporation.	Principal office.	Line No.
1	Adirondack Lakes' Traction Co	102 West Fulton street, Gloversville, N. Y	1
2	Albany Southern R.R. Co	100 Broadway, New York City	2
3	Auburn and Northern Electric Railroad Co	500 O. C. S. Bank Building, Syracuse, N. Y	3
4	Auburn and Syracuse Electric Railroad Co	500 O. C. S. Bank Building, Syracuse, N. Y	4
5	Babylon Railroad Co	Times Building, New York City	5
6	Binghamton Railway Co	375 State street, Binghamton, N. Y	6
7	Black River Traction Co	753 West Main street, Watertown, N. Y	7
8	Buffalo and Depew Railway Co	North American Building, Philadelphia, Penna	8
9	Buffalo and Lake Erie Traction Co	30 South Cedar street, Buffalo, N. Y	9
10	Buffalo and Williamsville Electric Railway Co	Michigan and Ganson streets, Buffalo, N. Y	10
11	Buffalo, Lockport and Rochester Railway Co	P. O. Box 1010, Rochester, N. Y	11
12	Buffalo Southern Railway Co	2433 Seneca street, Buffalo, N. Y	12
13	Catskill Traction Co	Catskill, N. Y	13
14	Chautauqua Traction Co	West Third street, Jamestown, N. Y	14
15	Cohoes Railway Co	598 Broadway, Albany, N. Y	15
16	Corning and Painted Post Street Railway	50 Church street, New York City	16
17	Cortland County Traction Co	59 Main street, Cortland, N. Y	17
18	Crosstown Street Railway Company of Buffalo	824 Ellicott Square, Buffalo, N. Y	18
19	Eastern New York Railroad Co	309 Milton avenue, Ballston Spa, N. Y	19
20	Electric City Railway Co	824 Ellicott Square, Buffalo, N. Y	20
21	Elmira and Seneca Lake Traction Co	Corner Lake and Water streets, Elmira, N. Y	21
22	Elmira, Corning and Waverly Railway	50 Church street, New York City	22
23	Elmira Water, Light and Railway Co	400–402 East Water street, Elmira, N. Y	23
24	Fishkill Electric Railway Co	93 Main street, Fishkill-on-Hudson, N. Y	24
25	Fonda, Johnstown and Gloversville Railroad Co	102 West Fulton street, Gloversville, N. Y	25
26	Geneva and Auburn Railway Co	143 Fall street, Seneca Falls, N. Y	26
27	Glen Cove Rail Road Co	Broad Street Station, Philadelphia, Penna	27
28	Great South Bay Ferry Co	Freeport, N. Y	28
29	Hoosick Falls Railway Co	Hoosick Falls, N. Y	29
30	Hornell Traction Co	126 Main street, Hornell, N. Y	30
31	Hudson River and Eastern Traction Co	127 Main street, Ossining, N. Y	31
32	Hudson Valley Railway Co	598 Broadway, Albany, N. Y	32
33	Huntington Railroad Co	Broad Street Station, Philadelphia, Penna	33
34	International Railway Co	824 Ellicott Square, Buffalo, N. Y	34
35	Ithaca Street Railway Co	109 North Tioga street, Ithaca, N. Y	35
36	Jamestown Street Railway Co	West Third street, Jamestown, N. Y	36
37	Kingston Consolidated Railroad Co	320 Broadway, Kingston, N. Y	37
38	Lima-Honeoye Electric Light and Railroad Co	19 Genesee street, Lima, N. Y	38
39	Mount Beacon-on-Hudson Hotel Co	Matteawan, N. Y	39
40	Nassau County Railway Co	Broad Street Station, Philadelphia, Penna	40
41	Newark and Marion Railway Co	500 O. C. S. Bank Building, Syracuse, N. Y	41
42	New Paltz, Highland and Poughkeepsie Traction Co	New Paltz, N. Y	42
43	New York and North Shore Traction Co	Roslyn, N. Y	43
44	New York and Stamford Railway Co	Port Chester, N. Y	44
45	New York State Railways	267 State street, Rochester, N. Y	45
46	Niagara Gorge Railway Co	38 West Falls street, Niagara Falls, N. Y	46
47	Northport Traction Co	Broad Street Station, Philadelphia, Penna	47
48	Ogdensburg Street Railway Co	1 Ford street, Ogdensburg, N. Y	48
49	Oneida Railway Co	Genesee and Catherine streets, Utica, N. Y	49
50	Orange County Traction Co	244 Broadway, Newburgh, N. Y	50
51	Otsego and Herkimer Railroad Co	Hartwick, N. Y	51
52	Paul Smith's Electric Light and Power and Railroad Co	Paul Smith's, N. Y	52
53	Peekskill Lighting and Railroad Co	127 Main street, Ossining, N. Y	53
54	Penn Yan, Keuka Park and Branchport Railway	Penn Yan, N. Y	54
55	Plattsburgh Traction Co	1 Bridge street, Plattsburgh, N. Y	55
56	Port Jervis Traction Co	126 Pike street, Port Jervis, N. Y	56
57	Poughkeepsie City and Wappingers Falls Electric Railway Co	489 Main street, Poughkeepsie, N. Y	57
58	Putnam and Westchester Traction Co	127 Main street, Ossining, N. Y	58
59	Rochester and Manitou Railroad Co	Granite Building, Rochester, N. Y	59
60	Rochester and Suburban Railway Co	267 State street, Rochester, N. Y	60
61	Rochester, Syracuse and Eastern Railroad Co	500 O. C. S. Bank Building, Syracuse, N. Y	61
62	St. Lawrence International Electric Railroad and Land Co	58–66 Smith Building, Watertown, N. Y	62
63	Schenectady Railway Co	420 State street, Schenectady, N. Y	63
64	Shore Line Electric Railroad Co	34 East First street, Mount Vernon, N. Y	64
65	Syracuse and South Bay Electric Railroad Co	500 O. C. S. Bank Building, Syracuse, N. Y	65
66	Syracuse and Suburban Railroad Co	301 East Fayette street, Syracuse, N. Y	66
67	Syracuse, Lake Shore and Northern Railroad Co	500 O. C. S. Bank Building, Syracuse, N. Y	67
68	Syracuse Rapid Transit Railway Co	Corner Genesee and Catherine streets, Utica, N. Y	68
69	Tarrytown, White Plains and Mamaroneck Railway Co	34 East First street, Mount Vernon, N. Y	69
70	Troy and New England Railway Co	598 Broadway, Albany, N. Y	70
71	United Traction Co	598 Broadway, Albany, N. Y	71
72	Utica and Mohawk Valley Railway Co	Corner Genesee and Catherine streets, Utica, N. Y	72
73	Wallkill Transit Co	16 West Main street, Middletown, N. Y	73
74	Warren and Jamestown Street Railway Co	Corner Liberty street and Pennsylvania ave. West, Warren, Penna	74
75	Waverly, Sayre and Athens Traction Co	242 Broad street, Waverly, N. Y	75
76	Westchester Electric Railroad Co	34 East First street, Mount Vernon, N. Y	76
77	Westchester Street Railroad Co	70 Central avenue, White Plains, N. Y	77
78	Western New York and Pennsylvania Traction Co	142 North Union street, Olean, N. Y	78
79	Yonkers Railroad Co	Main street and Buena Vista avenue, Yonkers, N. Y	79
80	John Johnston	34 East First street, Mount Vernon, N. Y	80

The following named corporations are in the hands of receivers:

Buffalo, Lockport and Rochester Railway Co.: Milford W. Childs, Hon. F. A. Dudley, J. M. Campbell, Receivers.

Eastern New York Railroad Co.: F. H. Beach, Receiver.

Tarrytown, White Plains and Mamaroneck Railway Co.: J. Addison Young, Receiver.

Westchester Electric Railroad Co.: J. Addison Young, Receiver.

Yonkers Railroad Co.: Leslie Sutherland, Receiver.

The following named corporations have additional vice-presidents as shown: Binghamton Railway Co., Geo. W. Dunn; Buffalo and Lake Erie Traction Co., M. J. Binkley; Cohoes Railway Co., W. H. Williams; Elmira, Corning and Waverly Railway, J. L. Greatsinger; Hudson Valley Railway Co., W. H. Williams; Fonda, Johnstown and Gloversville Railroad Co., John G. Ferres; Hoosick Falls Railway Co., L. S. Storrs; Kingston Consolidated Railroad Co., A. M. Day; New York State Railways, John Carstensen; Oneida Railway Co., E. V. W. Rossiter, C. Loomis Allen; Penn Yan, Keuka Park and Branchport Railway, H. R. Sill; Plattsburgh Traction Co., W. H. Williams; Rochester, Syracuse and Eastern Railroad Co., W. A. Holden, F. W. Roebling; Syracuse and South Bay Electric Railroad Co., E. H. O'Hara; Syracuse, Lake Shore and Northern Railroad Co., C. B. Benson; Syracuse Rapid Transit Railway Co., E. V. W. Rossiter, C. Loomis Allen; Troy and New England Railway Co., W. H. Williams; United Traction Co., W. H. Williams; Utica and Mohawk Valley Railway Co., John J. Stanley, C. Loomis Allen; Waverly, Sayre and Athens Traction Co., F. M. Baker; Westchester Street Railroad Co., Calvert W. Townley.

OPERATING ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

Line No.	President.	Vice-president.	Secretary.	Treasurer.	Line No.
1	W. H. Collins	W. H. Dailey	Lyman K. Brown	Lyman K. Brown	1
2	R. A. C. Smith	A. M. Young	I. W. Day	I. W. Day	2
3	E. D. Metcalf	C. D. Beebe	H. C. Beatty	W. A. Holden	3
4	C. D. Beebe	H. S. Holden	A. M. Michael	W. A. Holden	4
5	W. B. Spencer [3]	H. B. Weaver [3]	H. B. Weaver [3]	A. C. Hume [3]	5
6	G. T. Rogers	Geo. E. Greene	John D. Rogers	H. C. Hardie	6
7	J. S. Lebkuecher	Geo. Krementz	A. H. Lefebvre	A. H. Lefebvre	7
8	William L. Nevin	J. Ernest Richards	John J. Collier	John J. Collier	8
9	Joseph B. Mayer	J. C. Calisch	Marshall J. Dodge	Marshall J. Dodge	9
10	L. L. Lewis, jr	L. L. Grove	Godfrey Morgan	Lauren K. Warning	10
11	J. M. Campbell	A. Oakley	A. Oakley	A. Oakley	11
12	William H. Cummings	Henry C. Lein	H. M. Gear	N. A. Bundy	12
13	W. C. Wood	F. N. DuBois	John H. Story	John H. Story	13
14	A. N. Broadhead	Wm. Broadhead	W. R. Reynolds	S. B. Broadhead	14
15	Lenor F. Loree	Clifford S. Sims	James McCredie	James McCredie	15
16	J. L. Greatsinger	Craig Graves	K. V. Dougherty	B. A. Van Tassel, jr	16
17	D. W. Van Hoesen	E. H. Brewer	G. H. Garrison	Edwin Duffey	17
18	Thomas Penney	T. E. Mitten	W. C. Dunbar	N. P. Baker	18
19	Thomas F. Barrett	H. C. Finch	F. H. Beach	F. H. Beach	19
20	Thomas Penney	T. E. Mitten	H. C. Dunbar	N. P. Baker	20
21	Ray Tompkins	S. J. Dill	H. M. Beardsley	H. M. Beardsley	21
22	G. Tracy Rogers	G. N. Orcutt	J. E. Packer	B. A. Van Tassel, jr	22
23	Ray Tompkins	Geo. Bullock	H. M. Beardsley	H. M. Beardsley	23
24	John T. Smith	W. J. Conklin	W. H. Southard	G. T. Patterson	24
25	J. Ledlie Hees	Gustav Levor	Geo. M. Place	Geo. M. Place	25
26	R. R. Quay		R. F. Estell	R. F. Estell	26
27	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	27
28	Jos. E. Freeman [3]	Roland M. Lamb [3]	Frank L. Quimby [3]		28
29	Chas. L. Livingston	William L. Barnet	John S. Anderson	Leverett Candee	29
30	Charles Adsit		George T. Rehn	George T. Rehn	30
31	C. S. Bennett	Arthur H. McGivney	James A. Byrne	W. L. Stratton	31
32	L. F. Loree	C. S. Sims	James McCredie	James McCredie	32
33	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	33
34	Thomas Penney	T. E. Mitten	W. C. Dunbar	M. T. Baker	34
35	A. H. Flint	C. W. McChesney	H. A. Clarke	H. A. Clarke	35
36	A. N. Broadhead	Wm. Broadhead	S. B. Broadhead	S. B. Broadhead	36
37	Fred T. Ley	H. C. Page	A. J. Phillips	A. H. Hasbrouck	37
38	Josiah Jewett, jr	Eugene A. Georger	James O. Moore	E. D. Watkins	38
39	E. S. Whitney	Albert Merrill	W. J. Knowlton [1]	E. F. Robinson	39
40	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	40
41	W. H. Stansfield	E. I. Edgcomb	F. B. Burgess	E. V. Pierson	41
42	Joseph A. Duffy	E. F. Millar	George A. Wardell	Thomas G. Hinds	42
43	John J. Stanley	James A. MacElhinney	James A. MacElhinney	Geo. F. Scofield	43
44	C. S. Mellen	H. M. Kochersperger	John G. Parker	Augustus S. May	44
45	Horace E. Andrews	Wm. K. Vanderbilt, jr	Joseph C. Collins	E. L. Rossiter	45
46	Jos. T. Jones	Herbert B. Bissell	Robert E. Powers	Bert L. Jones	46
47	Ralph Peters	C. L. Addison	Frank E. Haff	J. F. Fahnestock	47
48	E. E. Hawkins		R. E. Waterman	E. E. Hawkins	48
49	Horace E. Andrews	Wm. K. Vanderbilt, jr	Walter N. Kernan	Chas. B. Rogers	49
50	B. B. Odell, jr	A. L. J. Miller	W. G. Taggart	H. B. Odell	50
51	W. Boardman Reed	Herbert F. Cummings	L. S. Reed	L. A. Wilson	51
52	Paul Smith		Paul Smith, jr	Phelps Smith	52
53	F. A. Stratton	Stuart Wilder	H. B. Stilwell	R. A. Carter	53
54	W. H. Tylee	C. L. B. Tylee	W. J. Tylee	W. H. Tylee	54
55	E. N. Sanderson	C. S. Sims	James McCredie	A. Von Schrenk	55
56	Thomas Watts		Thos. Wilson	David R. Thomas	56
57	J. W. Hinkley, jr		Silas Hinkley	Silas Hinkley	57
58	O. G. Bennett	Wilder F. Stratton	H. D. Swain	H. D. Swain	58
59	David Hyman	Henry W. Wedell	Kendall B. Castle	Kendall B. Castle	59
60	Horace E. Andrews	Wm. K. Vanderbilt, jr	Jos. C. Collins	Edw. L. Rossiter	60
61	L. C. Smith	C. D. Beebe	C. A. Lux	W. A. Holden	61
62	Jacob Amos	B. B. Taggert	Francis M. Hugo	C. H. Remington	62
63	Horace E. Andrews	Clifford S. Sims	James H. Aitken	James H. Aitken	63
64	E. Francis Hyde	Franklin L. Babcock	Frank B. Smidt	Frank B. Smidt	64
65	C. D. Beebe	F. W. Roebling	H. C. Beatty	W. W. Foster [2]	65
66	C. Loomis Allen	W. P. Gannon	Willis H. Michell	Allen C. Fobes	66
67	Clifford D. Beebe	Hendrick S. Holden	Harold C. Beatty	Willis A. Holden	67
68	Horace E. Andrews	W. K. Vanderbilt, jr	T. H. Conderman	T. H. Conderman	68
69	Edw. A. Maher		Reune Martin	Reune Martin	69
70	L. F. Loree	C. S. Sims	James McCredie	James McCredie	70
71	L. F. Loree	C. S. Sims	James McCredie	James McCredie	71
72	Horace E. Andrews	Wm. K. Vanderbilt, jr	Walter N. Kernan	Charles B. Rogers	72
73	D. C. McMonagle	Chas. A. Kunkle	John Fox Weiss	W. M. Ogelsby	73
74	D. H. Siggins	H. M. Preston	Sam Q. Smith	John M. Siegfried	74
75	G. T. Rogers	G. W. Dunn	H. C. Hardie	H. C. Hardie	75
76	E. F. Hyde		Reune Martin	Reune Martin	76
77	C. S. Mellen	H. M. Kochersperger	John G. Parker	A. S. May	77
78	Wilson R. Page	Joseph B. Mayer	Chas. E. Davis	Joseph B. Mayer	78
79	E. F. Hyde		Reune Martin	Reune Martin	79
80					80

[1] Clerk. [2] Acting. [3] As reported in 1909; report for 1910 not received.

LESSOR ELECTRIC RAILROAD CORPORATIONS

Capitol Railway, The
Citizens Railroad, Light and Power Company
East Side Traction Company
Johnstown, Gloversville and Kingsboro Horse Railroad Company
Lansingburgh and Cohoes Railroad Company
New York, Westchester and Connecticut Traction Company
North River Railway Company, The
Ontario Light and Traction Company
Rochester Electric Railway Company, The
Troy and Cohoes Railroad Company
Waterford and Cohoes Railroad Company
West Side Railroad Company of Elmira, New York, The
West Water Street Railroad Company

SUPPLEMENTAL (see page 283)

Buffalo and Lackawanna Traction Company
Dunkirk Street Railway Company
Lewiston and Youngstown Frontier Railway Company, The
Mount Beacon on Hudson Association, The
Rochester and Sodus Bay Railway Company, The

TABLE 201 L: BALANCE SHEET, LESSOR ELECTRIC

The figures given are for the corporation as a whole; they are not segregated

L. No.	Capitol.	Citizens Railroad, Light & Power.	East Side Traction.	Johnstown, Gloversville & Kingsboro Horse.	Lansingburgh & Cohoes.	New York, Westchester & Connecticut Traction.	North River.	Ontario Light & Traction.	L. No.
1	$4	$137	.....	.....	.....	.....	.....	$939	1
2	19	8,550	.....	$1,500	.....	$10,932	.....	9,798	2
3	.....	.....	.....	.....	.....	.....	.....	6,219	3
4	.....	6,500	.....	.....	.....	.....	.....	26,400	4
5	.....	.....	.....	.....	.....	.....	.....	.....	5
6	.....	.....	.....	.....	.....	.....	.....	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	7
8	105,482	191,411	$550,000	102,724	$15,000	3,144,977	$400,000	148,021	8
9	.....	266,893	.....	.....	.....	.....	.....	246,408	9
10	.....	.....	.....	.....	.....	.....	.....	7,157	10
11	84	.....	.....	.....	.....	906,039	.....	998	11
12	$105,590	$473,491	$550,000	$104,224	$15,000	$4,061,949	$400,000	$445,941	12
13	$95,590	$32,630	.....	$1,500	.....	$961,949	.....	$154,516	13
14	.....	175,000	$250,000	50,000	.....	2,500,000	$200,000	189,000	14
15	.....	.....	.....	.....	.....	.....	.....	.....	15
16	.....	.....	.....	.....	.....	.....	.....	.....	16
17	.....	.....	.....	.....	.....	.....	.....	2,425	17
18	.....	.....	.....	.....	.....	.....	.....	.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	19
20	.....	.....	.....	.....	.....	.....	.....	.....	20
21	10,000	175,000	300,000	50,000	$15,000	600,000	200,000	100,000	21
22	.....	.....	.....	.....	.....	.....	.....	.....	22
23	.....	90,860	.....	2,724	.....	.....	.....	.....	23

TABLE 202 L: INCOME ACCOUNT, LESSOR ELECTRIC

The figures given are for the corporation as a whole; they are not segregated
Figures in *italics* denote

L. No.	Capitol.	Citizens Railroad, Light & Power.	East Side Traction.	Johnstown, Gloversville & Kingsboro Horse.	Lansingburgh & Cohoes.	New York, Westchester & Connecticut Traction.	North River.	Ontario Light & Traction.	L. No.
1	$1	$8,250		$7,100	$1,050	.....		$5,949	1
2	.....	.....		.....	.....	.....		.....	2
3	.....	.....		100	.....	.....		.....	3
4	$1	$8,250		$7,000	$1,050	.....		$5,949	4
5	.....	.....		.....	.....	.....		$15,960	5
6	.....	$9,000		.....	.....	.....		433	6
7	.....	100		.....	.....	.....		.....	7
8	.....	360		.....	.....	.....		.....	8
9	.....	485		.....	.....	.....		.....	9
10	.....	.....		.....	.....	.....		.....	10
11	$1	$9,945	Income account	.....	.....	.....	Income account	$433	11
12	$1	$18,195	not reported.	$7,000	$1,050	.....	not reported.	$22,342	12
13	.....	.....		.....	.....	.....		.....	13
14	.....	.....		.....	.....	.....		32	14
15	.....	[1] 9,083		3,000	.....	$100,000		7,490	15
16	.....	.....		.....	.....	.....		8,553	16
17	15	.....		.....	.....	.....		.....	17
18	.....	$9,083		$3,000	.....	$100,000		$16,075	18
19	*$14*	$9,112		$4,000	$1,050	*$100,000*		$6,267	19
20	*70*	81,748		2,724	.....	*806,039*		*6,508*	20
21	.....	.....		.....	.....	.....		5	21
22	.....	.....		.....	.....	.....		.....	22
23	.....	.....		4,000	1,050	.....		.....	23
24	.....	.....		.....	.....	.....		761	24
25	*$84*	$90,860		$2,724	.....	*$906,039*		*$998*	25

[1] Less than total year's interest by $417, the interest for July, 1909, on the 5 per cent bonds, which was erroneously charged to previous year's income.

RAILROAD CORPORATIONS, JUNE 30, 1910.

according to state lines; the figures are shown to the nearest dollar only.

L. No.	Item.	Rochester Electric.	Troy & Cohoes.	Waterford & Cohoes.	West Side.	West Water Street.	L. No.
1	Cash	.....	.....	$558	$6,987	.....	1
2	Other current assets	.....	.....	.....	.....	$1,545	2
3	Materials and supplies	.....	.....	.....	.....	.....	3
	Investments:						
4	Free investments	.....	.....	.....	.....	.....	4
5	Contractual fund investments	.....	.....	.....	.....	.....	5
6	Mortgaged or pledged investments	.....	.....	.....	.....	.....	6
7	Other bound investments	.....	.....	.....	13,800	.....	7
8	Cost of road and equipment	$232,525	$50,000	24,599	432,891	25,323	8
9	Other fixed capital	.....	.....	.....	.....	.....	9
10	All other debit balances	.....	.....	.....	.....	.....	10
11	Corporate deficit	.....	.....	.....	6,322	23,455	11
12	Total	$232,525	$50,000	$25,157	$460,000	$50,323	12
13	Unfunded debt	.....	.....	.....	.....	$25,323	13
14	Funded debt	.....	.....	.....	$355,000	.....	14
	Reserves:						
15	Permanent reserves	.....	.....	.....	.....	.....	15
16	Contractual reserves	.....	.....	.....	.....	.....	16
17	Accrued amortization of capital	.....	.....	.....	.....	.....	17
18	Other required reserves	.....	.....	.....	.....	.....	18
19	Optional reserves	.....	.....	.....	.....	.....	19
	Capital stocks:						
20	Preferred	.....	.....	.....	.....	.....	20
21	Common	$200,000	$50,000	$25,000	105,000	25,000	21
22	All other credit balances	.....	.....	.....	.....	.....	22
23	Corporate surplus	32,525	.....	157	.....	.....	23

RAILROAD CORPORATIONS, YEAR ENDED JUNE 30, 1910.

according to state lines; the figures are shown to the nearest dollar only.
losses during year and *deficits.*

L. No.	Item.	Rochester Electric.	Troy & Cohoes.	Waterford & Cohoes.	West Side.	West Water Street.	L. No.
1	Gross rents accrued from leased roads	$27,579	$3,500	$1,750	.....	.....	1
2	Taxes chargeable to leased road	.....	.....	.....	.....	.....	2
3	Administration expenses	.....	.....	.....	.....	.....	3
4	Income from lease of road	$27,579	$3,500	$1,750	.....	.....	4
5	Net revenue from operating other than railroad properties	.....	.....	.....	.....	.....	5
	Non-operating income:						
6	Other rents, credits	.....	.....	.....	.....	.....	6
7	Dividends on stocks owned or controlled	.....	.....	.....	.....	.....	7
8	Interest on bonds owned or controlled	.....	.....	.....	.....	.....	8
9	Interest on other accounts	.....	.....	$22	.....	.....	9
10	All other non-operating income	.....	.....	.....	.....	.....	10
11	Total non-operating income	.....	.....	$22	.....	.....	11
12	Gross income	$27,579	$3,500	$1,772	.....	.....	12
	Income deductions:						
13	Rent accrued for lease of other road	.....	.....	.....	.....	.....	13
14	Other rents, debits	.....	.....	.....	.....	.....	14
15	Interest accrued on funded debt	.....	.....	.....	.....	.....	15
16	Other interest accrued	.....	.....	.....	.....	.....	16
17	All other deductions	.....	.....	12	.....	.....	17
18	Total income deductions	.....	.....	$12	.....	.....	18
19	Net corporate income	$27,579	$3,500	$1,760	.....	.....	19
20	Surplus or deficit, June 30, 1909	32,525	.....	147	*$6,322*	*$17,404*	20
21	Miscellaneous credits	.....	.....	.....	.....	.....	21
22	Dividends on preferred stock	.....	.....	.....	.....	.....	22
23	Dividends on common stock	27,579	3,500	1,750	.....	.....	23
24	Miscellaneous debits	.....	.....	.....	.....	[1] *6,051*	24
25	Surplus or deficit, June 30, 1910	$32,525	.....	$157	*$6,322*	*$23,455*	25

[1] Adjustment of rentals previously credited which were erroneously based on percentages of lessee's net earnings instead of net earnings of Maple Avenue line only.

TABLE 203 L: INVESTMENTS, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Name of corporation and investment.	Characteristics of securities held.			Date of acquisition.	Actual money cost.	Book value.	Income accrued during year.
	Rate of int. or con. div.	Date of maturity.	Par value of amount held.				
Citizens Railroad, Light & Power:							
Fishkill Electric Railway	6%	1915	$6,000	Various.	$6,000	$6,000	$360
Mount Beacon stock	.....	.....	500	1901	500	500	100
Ontario Light and Traction:							
Canandaigua Gas Light Co. stock	.....	.....	26,400	6/11/1900	[1]	26,400	.....
West Side:							
Unimproved real estate	.....	.....	.....	.....	13,800	13,800	.....

The following named corporations do not report any investments held on June 30, 1910:

Capitol Railway; East Side Traction Co.; Johnstown, Gloversville and Kingsboro Horse Railroad Co.; Lansingburgh and Cohoes Railroad Co.; New York, Westchester and Connecticut Traction Co.; North River Railway Co.; Rochester Electric Railway Co.; Troy and Cohoes Railroad Co.; Waterford and Cohoes Railroad Co.; West Water Street Railroad Co.

[1] Acquired with property at time of purchase at foreclosure sale; the actual money cost can not be separated from that of other property.

TABLE 204 L: COST OF ROAD AND EQUIPMENT, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Name of corporation.	Total cost road and equipment.	Total number miles of road.	Average cost road and equipment per mile.
Capitol	$105,482	1.29	$81,769
Citizens Railroad, Light & Power	191,411	2.53	75,657
East Side Traction	550,000	6.44	85,404
Johnstown, Gloversville & Kingsboro Horse	102,724	4.08	25,177
Lansingburgh & Cohoes	15,000	1.11	13,513
New York, Westchester & Connecticut Traction	3,144,977	3.56	883,421
North River	400,000	1.72	232,558
Ontario Light & Traction	148,021	2.23	66,377
Rochester Electric	232,525	4.80	48,443
Troy & Cohoes	50,000	3.70	13,514
Waterford & Cohoes	24,599	1.88	13,085
West Side	432,891	7.66	56,513
West Water Street	25,323	3.92	6,460

TABLE 205 L: FUNDED DEBT, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding debt of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Securities outstanding.	Date.		Interest.		Amounts.		Interest.		
	Nominal issue.	Maturity.	Rate per annum.	Dates payable.	Authorized.	Outstanding June 30, 1910.	Accrued during year.	Paid during year.	Matured and unpaid.
Citizens Railroad, Light and Power:			%						
Citizens Street Ry. Co. mtge. bonds	1892	1912	6	Apr & Oct	$75,000	$75,000	$4,500	$4,500	.....
Citizens Railroad, Lt. & Pr. Co. mtge. bds.[2]	1902	1922	5	Feb & Aug	100,000	100,000	5,000	5,000	.....
East Side Traction:									
1st mtge. gold bonds	1899	1929	5	Jun & Dec	250,000	250,000	[3]	[3]	.....
Johnstown, Gloversville & Kingsboro Horse:									
Mortgage bonds	1893	1913	6	Jan & Jul	50,000	50,000	3,000	3,000	.....
New York, Westchester & Conn. Traction:									
General mortgage	1900	1950	4	May & Nov	2,500,000	2,500,000	100,000	.....	$883,334
North River:									
1st mtge. bonds	1903	1952	5	Jan & Jul	500,000	200,000	[4]	[4]	.....
Ontario Light & Traction:									
Canandaigua El. Lt. & Pr. Co. 1st mtge. bds	1897	1927	3.5	Jan 1	150,000	150,000	5,250	5,250	.....
Canandaigua El. Lt. & Pr. Co. 1st mtge. bds	1897	1927	6	Jul 1	50,000	35,000	2,100	2,100	.....
Ontario Light & Trac. Co. 1st mtge. bonds	1901	1927	3.5	May 1	10,000	4,000	140	[6] 770	.....
West Side:									
1st mortgage	1894	1914	5	Apr & Oct	355,000	355,000	[5] 17,750	[5] 17,750	.....

The following named corporations do not report any funded debt outstanding June 30, 1910:

Capitol Railway; Lansingburgh and Cohoes Railroad Co.; Rochester Electric Railway Co.; Troy and Cohoes Railroad Co.; Waterford and Cohoes Railroad Co.; West Water Street Railroad Co.

[2] First lien on the electric plant and second lien on the railroad. [3] Interest paid by lessee, Syracuse Rapid Transit Railway Co., direct to trustee. [4] No interest is accrued or paid, all bonds being owned by lessee. [5] Interest guaranteed by lessee company, Elmira Water, Light and Railroad Co., as rental for road. [6] Includes $653 interest from November 1, 1904, to June 30, 1910, which was charged to surplus.

TABLE 206 L: CAPITAL STOCKS, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

The figures given are for the actually outstanding capital stock of the corporation as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.
The corporations shown have only common stock.

Name of corporation.	Nominal date of issue.	Par value of authorized issue.	Par value of amount actually issued.	Cash realized on amount issued.	Amount actually outstanding.	Dividends declared during year.		Dividends paid during year.
						Rate.	Amount.	
						%		
Capitol	1891	$10,000	$10,000	$10,000	$10,000	.....	.....	.....
Citizens Railroad, Light and Power	1901	175,000	175,000	[1]	175,000	.....	.....	.....
East Side Traction	1900	300,000	300,000	300,000	300,000	.....	.....	.....
Johnstown, Gloversville & Kingsboro Horse	1874	50,000	50,000	[2] 40,000	50,000	8	$4,000	$4,000
Lansingburgh & Cohoes	1880	15,000	15,000	15,000	15,000	7	1,050	1,050
New York, Westchester & Connecticut Traction	1896	600,000	600,000	[3] 24,500	600,000	.....	.....	.....
North River	1903	200,000	200,000	.....	200,000	.....	.....	.....
Ontario Light & Traction	1900	100,000	100,000	100,000	100,000	.....	.....	.....
Rochester Electric	1889	200,000	200,000	200,000	200,000	13.7	27,579	27,579
Troy and Cohoes	1862	50,000	50,000	50,000	50,000	7	3,500	3,500
Waterford & Cohoes	1884	25,000	25,000	25,000	25,000	7	1,750	1,750
West Side	1894	300,000	105,000	105,000	105,000	.....	.....	.....
West Water Street	1890	25,000	25,000	25,000	25,000	.....	.....	.....

[1] Issued to stockholders of constituent companies. [2] $10,000 issued for stock dividend. [3] $575,500 for construction contracts.

TABLE 207 L: MILEAGE AND RATE OF ANNUAL RENT, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

Name of lessor.	Termini of road.	Miles of road.	Rate of annual rent.	Time to which lease extends.	Name of present leaseholder.
Capitol	Lark St.—Second Ave., Albany	1.29	$1	[1]	United Traction Co.
Citizens Railroad, Light & Power	Hudson River—Mt. Beacon	2.53	8,250	1926	Fishkill Electric Ry. Co.
East Side Traction	East Syracuse—James St., Syracuse, and branch	6.44	[6]	Jun 1, 1998	Syracuse Rapid Transit Ry. Co.
Johnstown, Gloversville & Kingsboro Horse	Gloversville—Johnstown	4.08	7,100	Jan 1, 2893	Fonda, Johnst. & Glov. R.R. Co.
Lansingburgh & Cohoes	Lansingburgh (Troy)—Cohoes	1.11	1,050	[1]	United Traction Co.
New York, Westchester & Conn. Tr	Mt. Vernon depot—Bd. line No. Pelham	3.56	[3]	[3]	[3]
North River	In village of Saratoga	1.72	[4] None	Jan 1, 1952	Hudson Valley Ry. Co.
Ontario Light & Traction	In village of Canandaigua	2.23	5,949	Year to year	New York State Railways.
Rochester Electric	Rochester—Charlotte	4.80	[5]	Jun 30, 1944	New York State Railways.
Troy & Cohoes	Troy—Cohoes	3.70	3,500	[1]	United Traction Co.
Waterford & Cohoes	Waterford—Cohoes	1.88	1,750	Feb 10, 2383	United Traction Co.
West Side	City lines in Elmira and Elmira Heights	7.66	[2] 17,750	[1]	Elmira Water, Lt. & R.R. Co.
West Water Street	Cor. Main and Water Sts.—Clark's Glen	3.92	[7]	May 1, 2898	Elmira Water, Lt. & R.R. Co.

[1] Leased for corporate existence of lessor. [2] Guaranteed interest on funded debt. [3] From letter of respondent: "Some time ago, date not known, a verbal agreement was entered into by this company with Westchester Electric Railroad Co. and New York City Railway Co. whereby these two latter companies were allowed to run cars over certain separate portions of its track without cost to them, other than the upkeep of the property, and as far as I can learn this whole verbal agreement does not remove any of the property from the immediate possession of this corporation, which in itself does not operate any portion of its franchise." [4] Lessee owns entire capital stock of lessor. [5] 8 per cent on capital stock and 25 per cent of all gross receipts over $55,000; for year ended June 30, 1910, the rent was $27,579. [6] No rental; but interest on funded debt, amounting to $12,500, is paid by lessee direct to bondholders. [7] 7½ per cent of net earnings; but respondent states that "No rent has been accrued since 1908"; the road was leased May 1, 1899, to Maple Avenue Railroad Co. at an annual rental for each of the first five years of 2½ per cent of the net earnings; for each of the second five years, 5 per cent of the net earnings; and for the balance of the period, 7½ per cent of the net earnings; the property rights and franchises of Maple Avenue Railroad Co. were sold to Elmira Water, Light and Railroad Co. May 28, 1899.

TABLE 215 L: PRINCIPAL GENERAL OFFICERS AND PRINCIPAL OFFICE, LESSOR ELECTRIC RAILROAD CORPORATIONS, JUNE 30, 1910.

Name of corporation.	Principal office.	President.	Vice-president.	Secretary.	Treasurer.
Capitol	598 Broadway, Albany	L. F. Loree	C. S. Sims	James McCredie	James McCredie.
Citizens R.R., Light & Power	Fishkill-on-Hudson	E. L. Tompkins	G. A. Schrader	S. K. Phillips	B. L. Smith.
East Side Traction	Cor. Catharine & Genesee Sts., Utica	Horace E. Andrews	Wm. K. Vanderbilt, jr	Theo. H. Conderman	Theo. H. Conderman.
Johnstown, Gloversville & Kingsboro Horse	102 W. Fulton St., Gloversville	Wm. Littauer	.....	Lyman K. Brown	L. N. Littauer.
Lansingburgh & Cohoes	301 River St., Troy	.....	Charles Cleminshaw	Joseph J. Hagen	Joseph J. Hagen.
N. Y., Westchester & Conn. Tr	165 Broadway, New York City	E. W. Sayre	Jas. J. McNamay	D. C. Morehead	D. C. Morehead.
North River	Bway. & Columbia St., Albany	L. F. Loree	C. S. Sims	James McCredie	James McCredie.
Ontario Light & Traction	34 Clinton Ave., N., Rochester	Horace E. Andrews	Wm. K. Vanderbilt, jr	Arthur L. Linn, jr	Edward L. Rossiter.
Rochester Electric	267 State St., Rochester	Horace E. Andrews	Wm. K. Vanderbilt, jr	Joseph C. Collins	Edward L. Rossiter.
Troy & Cohoes	301 River St., Troy	Thomas Vail	Chas. Cleminshaw	Joseph J. Hagen	Joseph J. Hagen.
Waterford & Cohoes	598 Broadway, Albany	L. F. Loree	C. S. Sims	Jos. J. Hagen	James McCredie.
West Side	Lake & Water Sts., Elmira	Ray Tompkins	.....	E. J. Dunn	J. B. Rathbone.
West Water Street	400 E. Water St., Elmira	Ray Tompkins	George Bullock	H. M. Beardsley	H. M. Beardsley.

The following named corporations have additional vice-presidents as shown: Capitol, W. H. Williams; East Side Traction, W. C. Brown, C. Loomis Allen; North River, W. H. Williams; Ontario Light and Traction, Granger A. Hollister; Rochester Electric, John J. Carstensen; Waterford and Cohoes, W. H. Williams.

INCHOATE AND DORMANT ELECTRIC RAILROAD CORPORATIONS

Batavia, Medina and Ontario Railway Company
Beacon Mountain Railroad
Buffalo, Batavia and Rochester Electric Railway Company
Canandaigua Southern Electric Railroad Company
Canisteo, Jasper and Woodhull Railway Company
Forest Park Railway Company
Frontier Electric Railway Company
Geneva, Phelps and Newark Railroad Company
Hornell and Dansville Railroad Company
Hornell, Bath and Lake Keuka Railway Company
Hornell-Bath Interurban Railroad Company
Ithaca-Cortland Traction Company
Liberty and Jeffersonville Electric Railroad Company
Long Island Boynton Bicycle Railroad Company
Malone, Fort Covington and Hopkins Point Railway Company
Monticello, Fallsburgh and White Lake Railroad Company
New York, Westchester and Boston Railway Company
Perry, Castile, Silver Springs and Pike Railroad Company
Rochester Corning Elmira Traction Company
Rochester, Scottsville and Caledonia Electric Railroad Company, The
Rockland Railroad Company
Seashore Municipal Railroad Company
Suffolk Traction Company
Syracuse, Skaneateles and Moravia Railroad Company
Troy, Rensselaer and Pittsfield Railroad Company
Tuscarora Traction Company
Utica Southern Railroad Company
Watertown and Carthage Traction Company
West Shore Traction Company
Whitehall and Granville Railroad Company

SUPPLEMENTAL (see page 283)

Nassau Belt Line Traction Company, The
New York and Port Chester Railroad Company
South Shore Traction Company

INCHOATE AND DORMANT ELECTRIC RAILROAD CORPORATIONS

Batavia, Medina and Ontario Railway Company: Incorporated September 24, 1902, under the name of the Union Traction Company, which name was later changed with the consent of the Board of Railroad Commissioners and by order of the Supreme Court to the present name of the company. The road proposed to be constructed was projected to extend from Batavia, Genesee county, to Olcott, Niagara county, a distance of 52 miles. The report of the corporation for the year ended June 30, 1910, does not indicate that it has engaged in any construction or operation during the year; it owns no property (except possibly some options), and no stock has been issued as it has all been held by the promoters.

Beacon Mountain Railroad: Incorporated in 1902. The report for the year ended June 30, 1910, states that "nothing beyond organization and location" has been done. The road projected is described as "a loop from head of incline, Mount Beacon, to Baldhill and back," a distance of 3 miles, and it is reported that 3 miles of roadway have been acquired; $5000 of common stock has been issued and is outstanding; the assets appearing on the balance sheet are $3000 for right of way and $2025 for organization.

Buffalo, Batavia and Rochester Electric Railway Company: Incorporated October 1, 1904, for the purpose of completing a road between Buffalo and Rochester through Batavia. The report for the year ended June 30, 1910, states that the corporation has not yet been financed and the road remains uncompleted. It appears that 850 feet of road have been graded and track laid thereon. The balance sheet shows the following assets: Cash, $105; Funded debt of other corporations, $56,700; Expenditures for road and equipment, $8195. Capital stock issued and outstanding is $65,000, upon which dividends at the rate of 4½ per cent were paid during the year.

Canandaigua Southern Electric Railroad Company: Incorporated January 15, 1907, to construct and operate an electric railroad from the village of Canandaigua to Atlanta, Steuben county, N. Y., with a branch from a point on the main line about one mile below the village of Naples to the headwaters of Canandaigua lake. Certificate of public convenience and a necessity was granted by the Board of Railroad Commissioners April 18, 1907, and June 5, 1907, that Board gave its consent to the execution of a first mortgage for $2,000,000. Its capital stock consists of $100,000 preferred and $900,000 common. The report for the year ended June 30, 1910, had not been filed up to the time these statements were prepared for the press.

Canisteo, Jasper and Woodhull Railway Company: Incorporated February 10, 1903. The road to be constructed is projected to extend from Canisteo to Jasper, a total distance of 12 miles. The report for the year ended June 30, 1909, indicated that at that time about 10 miles of right of way had been acquired for which had been issued $24,700 of common stock, and there is outstanding in addition to that $6100. The report for the year ended June 30, 1910, had not been filed at the time these statements were prepared for the press.

Forest Park Railway Company: Incorporated December 18, 1902. Road to be constructed is projected to extend from Brunswick to Rensselaer and in the cities of Troy and Rensselaer, a total distance of 14 miles. No road is yet constructed, but preliminary surveys have been partially completed. Of its authorized capital stock, $2000 has been issued and is outstanding. The corporation is controlled by the United Traction Company through stock ownership.

Frontier Electric Railway Company: Incorporated August 4, 1906. Road to be constructed is projected to extend from Buffalo to Niagara Falls via Tonawanda and North Tonawanda, a total distance of 24 miles. A certificate of public convenience and a necessity was granted to it by the Board of Railroad Commissioners. The stockholders, under date of November 16, 1906, consented to the increase of capital stock to 15,000 shares of $100 par value each, but only 250 shares have been issued to June 30, 1910. They also consented to the execution and delivery of a mortgage upon all of the corporation's property and franchises acquired at date of such mortgage or thereafter to be acquired, to secure the payment of bonds to the amount of $2,000,000, to bear interest at the rate of 5 per cent per annum. An option upon the right of way formerly owned by the Buffalo, Thousand Islands and Portland Railroad Company between said cities has been acquired and the work of completing said right of way and obtaining necessary municipal consents is reported to have been actively reëntered upon and conducted during the latter part of the year. The balance sheet shows as follows: Assets: Cash, $4098; Other current assets, $2500; Expenditures for road and equipment, $22,540, of which $18,000 is for an option on right of way acquired this year, as stated above. Liabilities: Unfunded debt, $3; Common stock, $25,000; Corporate surplus, $4135.

Geneva, Phelps and Newark Railroad Company: Incorporated November 25, 1905, to build a road projected to extend from Geneva to Newark, a total distance of 15 miles. Report for the year ended June 30, 1909, indicated that $15,000 of common capital stock had heretofore been issued and outstanding, and that construction work had not yet been commenced. The report for the year ended June 30, 1910, had not been filed up to the time these statements were prepared for the press.

Hornell and Dansville Railroad Company: Incorporated May 15, 1907. The road intended to be constructed is projected to extend from Burns, Allegany county, to Dansville, Livingston county, a total distance of about 10 miles. May 15, 1907, a certificate under section 59 of the Railroad Law was granted by the Board of Railroad Commissioners. Proceedings were subsequently begun in the Supreme Court to obtain permission from the various local authorities to run the road over and along certain streets and highways in the village of Dansville, in the township of North Dansville, and in the township of Dansville. All of these applications were opposed by the local authorities, and although the applications by the railroad were granted in the court of first instance the same were appealed to the appropriate Appellate Division of the Supreme Court. The Appellate Division, by its decision on appeal, again remitted the matter to the lower court for further action thereon. Pending decision, no work has been done on the road. The balance sheet shows that there is on hand, cash, $4812, and there has been expended for road and equipment $5573; $10,000 has been subscribed and paid in on capital stock, and interest on bank balances amounts to $386.

Hornell, Bath and Lake Keuka Railway Company: Incorporated February 4, 1907. June 12, 1907, the Board of Railroad Commissioners granted a certificate under section 59 of the Railroad Law, and the action of the Board was brought up for review before the Appellate Division, Third Department, upon a writ of certiorari obtained by Bath and Hammondsport Railroad Company on September 14, 1907, argument was had May 20, 1908; and the decision handed down June, 1908, reversed the determination of the Board of Railroad Commissioners. Appeal was had from the decision of the Appellate Division to the Court of Appeals, and argued January 5, 1909. Thereafter, in the decision handed down by the Court, February, 1909, the case was referred to the Public Service Commission, Second District. Of the company's authorized capital stock $50,000 has been issued and is outstanding.

Hornell-Bath Interurban Railroad Company: Incorporated July 22, 1909, to build and operate a railroad projected to extend from Hornell to Bath, a total distance of 23 miles. December 23, 1909, the Public Service Commission, Second District, granted a certificate of public convenience and a necessity and gave its permission and approval to the construction of the proposed railroad and to the exercise by the company of its franchise and rights. It also authorized, December 31, 1909, the issue of capital stock to the amount of $250,000, and of 40-year 5 per cent gold bonds to the amount par value of $450,000 to be secured by mortgage upon the property and franchises of the corporation; in addition to the issue of $450,000 bonds aforesaid, on June 25, 1910, a further issue of such bonds to the amount par value of $195,000 was authorized. The report for the year ended June 30, 1910, shows that of its authorized capital stock $25,000 has been issued and is outstanding.

Ithaca-Cortland Traction Company: Incorporated June 27, 1903. Road intended to be constructed is projected to extend from Ithaca to Cortland via Dryden and Freeville, a distance of 22 miles. Consent to build proposed line was granted December 2, 1903, by the Board of Railroad Commissioners, from which consent appeal was taken by the Lehigh Valley Railroad Company, and the issue was determined December 23, 1904, in favor of the respondent. Municipal grants of franchises have been issued by the townships of Ithaca, Dryden, Groton, Cortlandville, and the villages of Freeville and Dryden. Steam railroad crossings: Freeville (overhead), Willow Glen (overhead), Dryden (grade), McLean (underneath), all contested by the Lehigh Valley Railroad Company. Consent for Dryden crossing granted by the Board of Railroad Commissioners March 23, 1905; Freeville and Willow Glen are contested; application for McLean is withdrawn for revision. "Frivolous and expensive litigation by steam road interests has marked all respondent's efforts to proceed with the exercise of their franchises. The officials of the company have personally supported its opposition and energetically pursued their efforts in the face of vexatious delays." The balance sheet shows as follows: Assets: Cash, $72,210; Suspense, $7085; Bond account, $650,000. Liabilities: Unfunded debt, $11,495; Funded debt, $650,000; Common stock, $67,800; in addition there are three judgments recovered against the corporation aggregating $29,431. Its authorized capital stock consists of $750,000 common and $250,000 preferred.

Liberty and Jeffersonville Electric Railroad Company: Incorporated April 19, 1897. Certificate of public convenience and a necessity granted by the Board of Railroad Commissioners October 14, 1897; and December 18, 1902, that Board authorized a bond issue of $250,000, of which bonds none have been issued. "Work has been carried on in the construction of this road intermittently since the granting of the charter, but owing to the failure of sundry sub-contractors and to other sundry financial difficulties they have only been able, up to date, to grade to a distance of 5 miles, and lay track for a distance of 2 miles."

Long Island Boynton Bicycle Railroad Company: Organized to build a single-rail ("mono-rail") road across Long Island from Rocky Point to the ocean. About 1½ miles were constructed 1891–1892: since then nothing has been done.

Malone, Fort Covington and Hopkins Point Railway Company: Incorporated June 27, 1906, to build a road to extend from Malone Junction to Hopkins Point via Malone, Westville, Fort Covington, and Dundee, a total distance of

20 miles. December 11, 1906, the Board of Railroad Commissioners granted a certificate of public convenience and a necessity; February 17, 1907, that Board gave its consent to the execution of a mortgage to secure the payment of $200,000 of first mortgage 5 per cent bonds. None of these bonds appear to have been issued. About 15 miles of roadbed were constructed from the proceeds of sale of stock; also some material was purchased. "These 15 miles of grading and right of way extended alongside of the public highway a greater portion of the way from Malone to Fort Covington; but recently a state highway has been constructed from Fort Covington to Malone town line, a distance of about 11 miles, and in the construction of this highway the roadbed and grading of the Railway company have been destroyed. The Railway company has brought a suit against the Construction company which built the improved road, and also the former State Engineer, for damages, etc. The case is still in the courts. On account of this loss of right of way, roadbed, etc., the Railway company has been unable to sell the bonds and go on with the construction of the road."

Monticello, Fallsburgh and White Lake Railroad Company: Incorporated December 14, 1910. Road to be constructed is projected to extend from Fallsburgh to White Lake via Monticello, a total distance of 18.8 miles. Certificate of public convenience and a necessity granted by the Board of Railroad Commissioners July 2, 1902. The report for the year ended June 30, 1909, showed that $350,000 of bonds and $250,000 of stock had theretofore been issued and were then outstanding, it being stated that the stock had been issued partly for cash but mostly for construction, and the bonds had been issued for construction. The contractor was said to have defaulted in his contract, thus necessitating litigation; meanwhile the company does not consider the bonds as being issued for value and does not admit an accrual of interest liability. The report for the year ended June 30, 1910, had not been filed at the time these statements were prepared for the press.

New York, Westchester and Boston Railway Company: (See also the statement under a corporation of this same name on page 284). Incorporated January 19, 1910, formed by the consolidation of New York, Westchester and Boston Railway Company and New York and Port Chester Railroad Company. The respondent accepted and received the property of the above named corporations subject to all the charges thereon and the debts and liabilities of each of the said corporations, including the mortgages. Under the terms of the consolidation agreement the common capital stock issued and outstanding of the old corporations (197,810 shares) were exchanged for the common capital stock of the new corporation (490,452½ shares) on the basis of four shares of the old for one share of the new, each of the par value of $100. Respondent proceeded at once to prosecute the construction of the railroad of the former New York, Westchester and Boston Railway Company projected to extend from Harlem river to Port Chester, with a branch from Mount Vernon to Elmsford and another from 177th street, New York city, to Throgg's Neck, a total distance of 42.22 miles, and canceled by agreement the contract with the Millbrook Company for the construction by the latter of the railroad of the former New York and Port Chester Railroad Company. March 19, 1910, franchise was obtained from the City of New Rochelle, N. Y., for the projected line through that city to White Plains. Just prior to the consummation of the consolidation 2190 shares of part paid stock were canceled for failure to pay assessments. The balance sheet of the corporation shows as follows: Assets: Cash, $4187; Other current assets, $26,035; Stocks of other corporations, $714,469; Other miscellaneous investments, $110,352; Expenditures for road and equipment, $2,540,016; Special deposits, $21,000; Suspense, $32,760,424; Corporate deficit, $3,581,170: total, $39,757,652. Liabilities: Interest matured and unpaid, $28,843; Bills payable (promissory notes), $283,223; Other accounts payable, $369,216; Other unfunded debt, $36,000; Funded debt, $15,100,000; Common stock, $4,945,250; Suspense, $18,995,120: total, $39,757,652. The summary of expenditures for road and equipment is as follows: Total intangible street railroad capital, $29,640; Total street railroad land, $680,713; Total cost of roadway and electric line, $708,821; Total buildings and structures, $5200; Total undistributed construction expenditures, $1,115,641. This corporation is controlled by The New York, New Haven and Hartford Railroad Company through ownership of majority of capital stock.

Perry, Castile, Silver Springs and Pike Railroad Company: Incorporated May, 1899. Road is projected to extend from Perry to Pike via Silver Lake, Castile, and Silver Springs, a total distance of 18 miles; 10 per cent of capital stock was paid in in cash and used in engineering and procuring rights of way, franchises, advertising, and other necessary expenses; material for construction was obtained and drawn upon the right of way; and franchises from all the towns and villages and consents of all abutting owners have been obtained.

Rochester Corning Elmira Traction Company: Incorporated July 25, 1906. December 5, 1906, the Board of Railroad Commissioners denied to grant an application for a certificate of public convenience and a necessity, but by order of the Appellate Division of the Supreme Court dated March 5, 1907, said Board was required to issue said certificate, which was accordingly issued and filed March 22, 1907. April 10, 1907, the company filed a certificate for a branch road from Dansville to Hornell, under section 90 of the Railroad Law. August 6, 1907, the company applied to the Public Service Commission, Second District, for consent to make a mortgage of $8,000,000 and for authorization to issue $4,000,000 of stock and $8,000,000 of bonds. Consent and authorization were conditionally granted for a mortgage of not to exceed $6,000,000 and an issue of $4,210,000 of bonds thereunder, and $3,880,000 of stock. Supplemental orders dated July 28, 1908, and September 22, 1908, authorized the issue under modified conditions of $380,000 of stock, which has been subscribed, and $1,000,000 of bonds, which had not been financed up to June 30, 1909. The report for the year ended June 30, 1910, had not been filed up to the time these statements were prepared for the press.

Rochester, Scottsville and Caledonia Electric Railroad Company, The: Incorporated February 13, 1909, to build an electric interurban railroad from Rochester south to Scottsville and Caledonia. Later extensions of the line were filed, contemplating construction westward to Batavia and southerly to Perry, Silver Lake, and Letchworth Park. "Since the completion of preliminary surveys in 1907, efforts made to finance the enterprise have been unsuccessful. The Buffalo, Rochester and Pittsburgh railroad is now giving additional steam passenger service in part of the territory with greatly increased business. Because of present financial conditions of railroad enterprises in general, it is not expected that success will be met in the financing of the enterprise in the near future." Capital stock issued and outstanding is reported as $2,500,000 having been issued for construction.

Rockland Railroad Company: Incorporated May, 1902, with an authorized capital stock of $100,000. A certificate of public convenience and a necessity was granted by the Board of Railroad Commissioners in 1903, covering the construction of about 7 miles of road taking in the villages of Piermont, Grand View, South Nyack, Nyack, and Upper Nyack, Rockland county, N. Y. The company did not obtain all the necessary franchises to allow it to begin construction of the road until the spring of 1907, at which time construction was begun, but was later necessarily stopped pending decision upon an application made to the Public Service Commission, Second District, that the certificate of public convenience and a necessity granted to the Rockland Railroad Company be revoked; this application was during 1908 withdrawn by the petitioner, with the consent of the Public Service Commission, Second District. Subsequently, the Rockland Railroad Company applied to the Public Service Commission, Second District, for a certificate of public convenience and a necessity covering extensions of its route, increasing the proposed mileage to over 41 miles, which application was granted in June, 1909. At the same time the Public Service Commission, Second District, approved the franchises covering the company's entire route in New York state. By order of the Public Service Commission, Second District, dated January 26, 1910, the company was authorized to execute a mortgage for $3,000,000, whereunder there could be issued $2,350,000 of bonds, and consent was given to an increase of stock to $1,500,000, only $1,050,000 whereof could then be issued for the purposes of construction. The report for the year ended June 30, 1910, shows that none of the bonds have been issued and that only $29,500 of the capital stock has been issued and is outstanding. The company reports that it is now working on the purchase of its private right of way and expects to start actual construction in the spring of 1911. The expenses have been defrayed by an unincorporated syndicate and are later to be taken over by the Railroad company. The balance sheet shows the assets to be: Cash, $243; Expenditures for road and equipment, $31,645; while its liabilities are for Wages unpaid, $2200; Common stock, $29,500; Interest and discount, $188.

Seashore Municipal Railroad Company: Incorporated March 4, 1907. The road is projected to extend from the village of Hempstead to Island of Long Beach via Rockville Center, a distance of 12.5 miles. The capital stock of the company is $150,000 common. May 20, 1907, an amended certificate of incorporation was filed altering the route between Hempstead and East Rockaway. A certificate of public convenience and a necessity was obtained from the Board of Railroad Commissioners, and later a certificate of extension of road from East Rockaway to Long Beach was filed. An application is pending before the board of supervisors for consent to use the country roads, and an application is pending before the Village Board of Hempstead for its consent. Almost enough consents of abutting property owners were obtained some time ago to construct a road from Hempstead to East Rockaway, but serious opposition was encountered through the village of Rockville Center. As projected, the road is to pass over a body of water to Long Beach: The completion of the route has been delayed for the reason that the present bridge facilities are inadequate to carry a trolley track and the building of a larger bridge has been postponed from time to time. The Seashore Municipal Railroad Company owns $50,000 of the stock of the Great South Bay Ferry Company, such amount being the entire issue of stock of the latter company, and for it the respondent paid $10,000 in cash and $40,000 in common stock. In addition to the holdings of the stock of the Great South Bay Ferry Company, the respondent has made loans to it aggregating $9479 $80,000 of stock was delivered to the Properties Construction Company with the right to vote this stock and construct and finance the road on the sale of stock and securities to be hereafter issued. The remainder of the issued stock has either been sold or issued for the purposes of surveys and expenses preliminary to obtaining the completed franchises. The balance sheet shows as follows: Assets: Cash, $1; Bills receivable, $9479; Accounts receivable, $5665; Other current assets, $21,109; Stocks of other corporations, $50,000; Other miscellaneous investments, $80,000; Suspense, $771; Corporate deficit, $1657. Liabilities: Interest matured and unpaid, $1,174; Bills payable (promissory notes), $15,353; Other accounts payable, $672; Other unfunded debt, $3583; Common stock, $148,000.

Suffolk Traction Company: Incorporated June 27, 1903, to build road projected to extend from Port Jefferson to Patchogue and from Brookhaven to Babylon. Immediately upon securing the certificate of public convenience and a necessity from the Board of Railroad Commissioners, granted June 26, 1907, and the securing of necessary franchises, the company entered into a contract with the Suffolk Syndicate for the construction and equipment of the road, issuing to the Syndicate all of its capital stock not previously subscribed for: to wit, $1,172,300 par value of capital stock and $1,200,000 par value of its first mortgage bonds, these bonds to be taken up by the contractor at the rate

of $30,000 per mile of track constructed and equipped. By approval of the Public Service Commission, Second District, under date of October 21, 1908, the company's route west of the line dividing the towns of Brookhaven and Islip was leased to the South Shore Traction Company. Construction of tracks in the village of Patchogue is reported to have proceeded as far as permitted by the Village Trustees, and the portion in the town of Brookhaven covered by the franchises has been constructed; the construction of the remainder of the route principally over private right of way has been delayed owing to the necessity of instituting condemnation proceedings and the financial difficulties arising out of the panic of 1907. From its report for the year ended June 30, 1910, it appears that 4.41 miles of road have been graded and tracks laid thereon. The balance sheet shows its assets to be: Cash, $35; Bills receivable, $1200; Expenditures for road and equipment, $2,399,031; and its liabilities to be: Funded debt, $1,200,000; Common stock, $1,200,000; leaving a corporate surplus of $265. The bonds were issued to the Long Island Loan and Trust Company to be delivered from time to time to the contractor as track is laid. No application for bonds has yet been made by the contractor.

Syracuse, Skaneateles and Moravia Railroad Company: Organized August 19, 1897, and an amended certificate of incorporation filed by order of the Supreme Court March 15, 1899. March 28, 1899, the Board of Railroad Commissioners refused to grant a certificate of public convenience and a necessity for the construction of the road projected to extend from Moravia to Syracuse via Skaneateles, a total distance of 43 miles; but thereafter, upon a new application made April 16, 1901, such a certificate was granted August 22, 1901. In December of that year a writ of certiorari was obtained by The New York Central and Hudson River Railroad Company to review the decision of the Board of Railroad Commissioners in granting the said certificate of public convenience and a necessity, and the decision of that Board was sustained by the Appellate Division in January, 1903; so also by the Court of Appeals on April 18, 1903, upon an appeal taken to it by The New York Central and Hudson River Railroad Company. Although authorized by the Board of Railroad Commissioners on November 28, 1904, to execute a mortgage for $1,500,000, and to issue $500,000 of bonds thereunder, none have yet been issued. It is reported that nothing has been done during the year ended June 30, 1910. The common stock issued and outstanding at the end of the year was $123,300.

Troy, Rensselaer and Pittsfield Railroad Company: Incorporated April 27, 1901, and a certificate of public convenience and a necessity granted by the Board of Railroad Commissioners July 15, 1901; upon review at the instance of other interested railroads the decision of the Board in granting such certificate was confirmed by the Appellate Division of the Supreme Court. By chapter 252 of the laws of 1906 the time to commence construction was extended for two years. It is reported that large expenditures were made in making plans, surveys, etc., for the proposed road, and that subsequent to 1906 new surveys were made between Troy and Rensselaer and throughout the routes of the company to the Massachusetts-State line; in the spring of 1908 construction was commenced, the principal work being done in the town of New Lebanon: grading, filling, construction of concrete culverts, and laying out roadbed. A total amount largely in excess of that required by law was expended prior to May 1, 1908. The road is projected to extend from Troy to State Line, Columbia county, N. Y., a total distance of 35 miles. Capital stock issued and outstanding at the end of the year was $35,000, and the balance sheet shows its assets to be: Cash, $280; Expenditures for road and equipment, $80,912; its liabilities: Unfunded debt, $44,871; Common stock, $35,000; leaving a corporate surplus of $1321.

Tuscarora Traction Company: Incorporated July 14, 1906, succeeding the Tuscarora Valley Railway Company which had been incorporated in July, 1902, to build practically the same line proposed to be constructed by the present company: viz., from Addison to Jasper, for the construction of which the Board of Railroad Commissioners refused to give its consent. The new company took over the rights and franchises of the old company and did obtain the consent of the Board of Railroad Commissioners to build. At present the company owns no right of way, as the franchise and right of way have lapsed since they were originally procured. No stock has been issued although $20,000 cash was paid in on account of original subscriptions.

Utica Southern Railroad Company: Incorporated January 7, 1907. The road was originally projected to extend from Clinton, N. Y., to Hamilton, with a branch to Waterville, a distance of 26 miles, 20 miles of which would be on private right of way owned by the company. Later the charter was amended and the Public Service Commission, Second District, granted permission to extend the line from Hamilton to Norwich, N. Y. The right of way is held by private individuals and has not yet been transferred. Approximately one mile of road has been graded. The corporation reports that it has entered into a contract for the construction and equipment of the road as originally projected. The Board of Railroad Commissioners had authorized the issue of $600,000 of common stock and $780,000 of bonds to be covered by a mortgage for that amount, and later the Public Service Commission, Second District, authorized a mortgage of the entire property for $2,500,000 and the issue thereunder of $628,000 additional bonds, making a total of $1,408,000; also the issue of $1,400,000 of preferred stock. The report for the year ended June 30, 1910, indicates that no part of the additional bonds and stock so authorized has been issued and that the financing of the enterprise is now being negotiated.

Watertown and Carthage Traction Company: Incorporated June 8, 1901. The road is projected to extend from Watertown to Carthage, a distance of 20 miles. The consent to construct its road was obtained from the Board of Railroad Commissioners in 1901, and franchises were also procured from the different towns and villages between the city of Watertown and village of Carthage. About one hundred feet of road has been constructed. By chapter 582 of the laws of 1909 the time to complete construction of said road was extended to September 1, 1911.

West Shore Traction Company: Incorporated October 23, 1906. A certificate of public convenience and a necessity was granted by the Board of Railroad Commissioners March 5, 1907. Up to the time that these statements were prepared for the press the reports for the years ended June 30, 1909, and June 30, 1910, had not been filed.

Whitehall and Granville Railroad Company: Incorporated September 11, 1900. The road is projected to extend from Whitehall to West Pawlet via Granville, a distance of 22 miles. Certificate under section 69 granted April 4, 1901. Capital stock reduced to $400,000 September 11, 1901. About 9 miles graded in 1901, under contract with Dispatch Construction Company of Chicago; but that company "failed in connection with building road near Syracuse". The balance sheet shows expenditures for road and equipment of $42,365, of which $3071 were expended for right of way and $23,094 for other street railroad land. Its liabilities are $14,000, representing a claim of the assignees of the Construction company; and $3165, being for subscriptions on a proposed bond issue; capital stock issued and outstanding is $25,200.

ELECTRIC RAILROAD CORPORATIONS, SUPPLEMENTAL STATEMENT

Babylon Railroad Company
Bennington and North Adams Street Railway Company
Buffalo and Lackawanna Traction Company
Catskill Electric Railway Company
Dunkirk Street Railway Company
Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company
Great South Bay Ferry Company
Lewiston and Youngstown Frontier Railway Company
Lima-Honeoye Electric Light and Railroad Company
Mount Beacon on Hudson Association, The
Nassau Belt Line Traction Company, The
New York and Port Chester Railroad Company
New York, Westchester and Boston Railway Company
Oneonta and Mohawk Valley Railroad Company
Port Jervis Electric Light, Power, Gas and Railroad Company
Rochester and Eastern Rapid Railway Company
Rochester and Sodus Bay Railway Company, The
Rochester Railway Company
South Shore Traction Company

ELECTRIC RAILROAD CORPORATIONS, SUPPLEMENTAL STATEMENT

Babylon Railroad Company: This company operates a road 3.07 miles in length, extending from Babylon railroad station to the steamboat dock. It has not been included in the list of operating railroad corporations, tabulations of whose operations are shown in this volume, inasmuch as the report for the year ended June 30, 1910, had not been filed at the time that those tabulations were prepared.

Bennington and North Adams Street Railway Company: By agreement dated August 27, 1897, filed in the office of the Secretary of State of New York November 9, 1897, the Hoosick Railway Company (organized under the laws of the State of New York) and Bennington Electric Railroad Company (organized under the laws of the State of Vermont) were consolidated under the name of the Bennington and Hoosick Valley Railway Company, under the authority of chapter 565 of the laws of 1890, State of New York, and acts and amendments supplementary thereto, and the laws of Vermont passed in 1898, act 169. By consolidation agreement dated and filed January 2, 1907, the Bennington and Hoosick Valley Railway Company was consolidated with the Bennington and North Adams Street Railway Company (chartered by the legislature of the State of Vermont December 8, 1902) forming a new corporation under the name of Bennington and North Adams Street Railway Company. Pursuant to a decree of foreclosure dated April 5, 1910, in the Supreme Court of the United States for the Northern District of New York, in an action wherein the Union Trust Company of Springfield, Mass., was the plaintiff, and the Bennington and North Adams Street Railway Company the defendant, the sale of all the property of the defendant situated within the State of New York was made on May 12, 1910; the purchaser at such sale being Charles L. Livingston, who thereafter, and pursuant to an order of the Court aforesaid, assigned all of his rights as purchaser to the Hoosick Falls Railroad Company, a corporation formed to take and possess the property and franchises thus sold to Mr. Livingston, and the said corporation has been in possession of and operated since May 27, 1910, the railroad property of the Bennington and North Adams Street Railway Company situated within the State of New York so assigned and transferred to it.

Buffalo and Lackawanna Traction Company: The entire line of the respondent was opened for operation December 22, 1909, from Lafayette Square to south city line, city of Buffalo, being 4.47 miles of double tracked railroad. Its equipment consists of 10 28-ft. passenger cars, 5 combination cars, 2 express cars, 1 emergency wagon, 1 snow-sweeper, and 1 snow-plow. A summary of the cost of road and equipment account shows as follows: Total intangible street railroad capital, $291,066; Total street railroad land, $89,260; Total cost of roadway and electric line, $323,586; Total buildings and structures, $27,416; Total equipment, $82,574; Total undistributed construction expenditures, $105,182; making a total cost of road and equipment of $919,083. The balance sheet shows as follows: Assets: Cash, $176,158; Accounts receivable, $5160; Expenditures for road and equipment, $919,083. Liabilities: Wages unclaimed, $84; Other accounts payable, $318; Funded debt, $1,000,000; Common stock, $100,000. Authorized capital stock is $1,000,000, all of which is said to have been issued, but whereof $900,000 were retired and placed in the treasury by order of the Public Service Commission, Second District, March 3, 1909. Operating earnings and expenses are reported by the Buffalo and Lake Erie Traction Company.

Catskill Electric Railway Company: Incorporated January 14, 1897; went into receiver's hands during 1907, and was sold under foreclosure January 12, 1910, the purchaser being W. C. Wood, who received a deed of the property dated February 10, 1910. The Catskill Traction Company was incorporated January 28, 1910, under section 2 of the Railroad Law, to acquire the property, assets, rights, and franchises of the Catskill Electric Railway Company, sold at foreclosure as aforesaid, for which it paid to W. C. Wood $60,000 of 5 per cent 30-year gold bonds and $48,000 of the capital stock of the company, the transfer of the property by W. C. Wood to the Catskill Traction Company being made as of the date on which the referee's deed was granted; but pending the completion of the transfer, the road was operated by W. C. Wood.

Dunkirk Street Railway Company: The property of this company is operated by the Buffalo and Lake Erie Traction Company, and all operating data is included in the report made by the latter company for the year ended June 30, 1910. "The Buffalo and Lake Erie Traction Company owns all stock of the Dunkirk Street Railway Company, and as such owner operates the Dunkirk Street Railway; it is the policy of the Buffalo and Lake Erie Traction Company to merge into it the Dunkirk Street Railway Company, and this action it is proposed to take in the immediate future, so that thereupon the Dunkirk Street Railway Company will go out of existence and the Buffalo and Lake Erie Traction Company will operate it as the direct owner instead of through stock ownership."

Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company: At a special term of the Supreme Court, County of Monroe, held at Rochester July 26, 1909, Hon. Adelbert P. Rich, Justice, presiding, an application of the Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Company for authority to change its name to Geneva and Auburn Railway Company was granted.

Great South Bay Ferry Company: Although this is an operating railroad company the statistics pertaining to its operations have not been tabulated with those of other operating electric railroad companies in this volume, for the reason that the report of the company for the year ended June 30, 1910, had not been filed up to the time the tabulations were completed.

Lewiston and Youngstown Frontier Railway Company, The: This is a lessor electric railroad company, leased to the Niagara Gorge Railroad Company. The statistics pertaining to its financial condition, etc., are not included in this volume for the reason that the report of the company for year ended June 30, 1910, was not filed up to the time tabulations were completed.

Lima-Honeoye Electric Light and Railroad Company: The report of this company for the year ended June 30, 1910, had not been filed at the time that the tabulations published in this volume were prepared. It has however since been filed, and shows that 4.46 miles of road were operated, with the termini at Lyon Mountain and Honeoye Falls, N. Y. Revenues from the year's electric railroad operations were $9017, and the expenses $11,767, leaving a net loss from operation of $2750, increased by $561 on account of taxes paid. The report as filed is incomplete and defective, showing no corporate surplus or deficit account for the year, and the balance sheet is not made up. $5000 of common stock has been issued and is outstanding whereupon no dividends were paid. The equipment is reported as consisting of 1 closed passenger car, 1 combination passenger and express car, 1 freight car, and 1 snow-plow. In addition to its electric railroad operations this company was engaged in electric lighting and power operations.

Mount Beacon on Hudson Association, The: This corporation is a domestic business corporation which has acquired property at Mount Beacon and has developed it as a summer resort, and has constructed an incline railroad from the base of the mountain to the Mount Beacon House, 2200 feet. It holds title to two hundred acres of land, comprising North Mount Beacon and land at the westerly base. All of the property of the corporation is leased to Mount Beacon-on-Hudson Hotel Company for a term of fifty years from February 1, 1908; the lessee to pay annually a sum equal to 5 per cent (for the first three years lessee may pay not less than 2 per cent per annum) on $150,000 outstanding capital stock of the lessor; also 5 per cent interest on all bonds issued by the lessor and approved by the lessee, interest on floating debt (a note for $5000) until funded, the sum of $350 to meet the expenses of maintenance of organization of the lessor, and in addition all taxes, insurance, and water rates. The statement furnished by the corporation for the year ended June 30, 1910, shows as follows: Fixed capital (land improvements, buildings, etc.) $165,099; Cash on hand, $838; Capital stock outstanding, $150,000. Of an issue of $50,000 bonds authorized by the stockholders, the directors have voted to issue $31,000, and have actually issued and there is now outstanding $18,000; also $7000 have been issued as collateral to the note of the company now outstanding of $5000, hereinbefore mentioned, which is to be taken up with the proceeds of bonds to be sold, leaving $6000 of bonds yet to be sold. The statement of receipts and expenditures for the year shows cash balance on hand at the beginning of the year $785, received during the year from lessee; $350 for maintenance of organization of lessor; $1181 for taxes; $308 for interest on note; and $900 interest on bonds. There still remains due from the lessee $3000 for dividends on stock of lessor. Its expenditures were: for maintainance $299; taxes (including that on gross earnings) $1181; interest on $5000 note $305; and interest on $80,000 bonds $900.

Mount Beacon-on-Hudson Hotel Company: Incorporated under laws of State of Maine. This company operates, as lessee, in connection with other operations, the property of the Mount Beacon on Hudson Association. For a statement of the property leased and the terms of the lease, see Mount Beacon on Hudson Association, above.

Nassau Belt Line Traction Company, The: Controlled by the Long Island Railroad Company. Advice of Mr. F. E. Haff, secretary, that on June 6, 1910, this company was dissolved by the Supreme Court of the State of New York.

New York and Port Chester Railroad Company: Incorporated April 3, 1901. Consolidated with the New York, Westchester and Boston Railway Company forming a new corporation under the name of New York, Westchester and Boston Railway Company January 19, 1910.

New York, Westchester and Boston Railway Company: Incorporated March 20, 1872, with capital stock of $1,000,000. Began construction and proceeded therewith until on or about March 23, 1875, when receiver was appointed in a judgment creditor's action. The original articles of association were found to be invalid for want of proper certificate, and the defect was remedied by filing an affidavit pursuant to chapter 627 of the laws of 1903, and the property was taken from receiver January 14, 1904. A franchise was obtained from the City of New York August 2, 1904. The Board of Railroad Commissioners on November 16, 1904, gave its consent to the execution of a mortgage of $20,000,000 and to an increase of the capital stock to $20,000,000, which increases were duly made. Owing to the application of the Attorney General to institute an action attacking the corporate existence of the company, construction was delayed until about June, 1905. A franchise from the City of Mount Vernon was obtained September 1, 1905, and from the City of New Rochelle November 27, 1906. The construction of the road was financed through The City and County Contract Company, which sold $50,000,000 of bonds and $6,000,000 of stock to an underwriting syndicate for $13,500,000. January 19, 1910, this company was consolidated with the New York and Port Chester Railroad Company, forming a new corporation, New York, Westchester and Boston Railway Company.

Oneonta and Mohawk Valley Railroad Company: The Oneonta and Otego Valley Railroad Company was incorporated September 10, 1887, and by order of the Supreme Court dated November 7, 1900, the name was changed to Oneonta, Cooperstown and Richfield Springs Railway Company. This company went into the hands of a receiver July 4, 1903, having at that time in operation a road from Oneonta to Richfield Springs, with a line partially completed from Richfield Springs to Mohawk. In May, 1905, an action was begun in the Supreme Court, Otsego county, to foreclose a mortgage of $15,000 given to the Knickerbocker Trust Company as trustee, and one Henry B. Coman was appointed receiver by Justice Fobes by order dated May 31, 1905. The receiver operated the property until May 9, 1906, at which time the property was turned over to one Henry W. Bean, who had purchased it at foreclosure sale May 12, 1906, on behalf of a reorganization committee. The Oneonta and Mohawk Valley Railroad Company was incorporated May 8, 1906, to take over the property, franchises, and assets of Oneonta, Cooperstown and Richfield Springs Railway Company thus purchased. October 9, 1908, the Court ordered a re-sale of the property of the former Oneonta, Cooperstown and Richfield Springs Railroad Company under the original judgment of foreclosure and sale of the Knickerbocker Trust Company, whereupon one Joseph H. Starrett became the purchaser, representing certain people who were creditors or bondholders of Oneonta, Cooperstown and Richfield Springs Railway Company, and they later organized the Otsego and Herkimer Railroad Company and had assigned to that company the deed acquired by Joseph H. Starrett at said sale. However, the property was retained in the hands of the receiver of the Oneonta and Mohawk Valley Railroad Company until July, 1910, owing to certain legal complications, and on that day was turned over to the Otsego and Herkimer Railroad Company.

Port Jervis Electric Light, Power, Gas and Railroad Company: This company was formed by the consolidation on January 16, 1902, of the Deerport Electric Light Company, the Port Jervis Gas Company, the Port Jervis Electric Street Railway Company, and the Port Jervis Light and Power Company. In addition to its electric railroad operations, the Port Jervis Electric Light, Power, Gas and Railroad Company also conducted electric light, power, and gas operations. A reorganization of the corporation was contemplated and entered upon in the early part of 1907. In September, 1908, after the company had defaulted in the payment on its bonds, and at the request of The Bondholders Reorganization Committee, the Knickerbocker Trust Company as trustee began an action of foreclosure. Under these proceedings the property of the Port Jervis Electric Light, Power, Gas and Railroad Company was divided into two parcels and sold at public auction January 27, 1909; and February 1, 1910, the Port Jervis Traction Company received title to the street railway property, and the Port Jervis Light and Power Company received title to the gas and electric properties; but all the aforesaid properties continued to be operated by the Port Jervis Electric Light, Power, Gas and Railroad Company pending their being taken over by the new companies. In the tables printed in this volume are shown statements of the operation of the Port Jervis Traction Company for the period February 1, 1910, to June 30, 1910, but the report covering the operations conducted by the Port Jervis Electric Light, Power, Gas and Railroad Company from July 1, 1909, to February 1, 1910, had not been filed at the time these tabulations were prepared.

Rochester and Eastern Rapid Railway Company: Incorporated January 21, 1901. March 23, 1909, this company was consolidated with Rochester Railway Company and Rochester and Sodus Bay Railway Company, forming New York State Railways.

Rochester and Sodus Bay Railway Company, The: This corporation was formed by the consolidation July 24, 1902, of Rochester and Sodus Bay Railroad Company and Irondequoit Park Railroad Company. March 23, 1909, this company was consolidated with Rochester Railway Company and Rochester and Eastern Rapid Railway Company, forming New York State Railways. On and preceding the date of this last named consolidation the Rochester and Sodus Bay Railway Company was leased to the Rochester Railway Company.

Rochester Railway Company: Rochester City and Brighton Railroad Company (reorganized company) incorporated 1868, the Crosstown Railroad Company of Rochester, and the South Park Railroad Company incorporated 1889, were consolidated February 25, 1890, forming Rochester Railway Company. Rochester Railway Company, Rochester and Sodus Bay Railway Company, and Rochester and Eastern Rapid Railway Company were consolidated March 23, 1909, forming New York State Railways.

South Shore Traction Company: Report for the year ended June 30, 1910, made to the Commission of the First Public Service District.

EXPRESS COMPANIES

Adams Express Company
American Express Company
Canadian Express Company
Electric Express Company [1]
National Express Company
United States Express Company
Wells Fargo and Company

[1] The report of Electric Express Company for year ended June 30, 1910, was not filed at time tabulations were completed.

TABLE 601: BALANCE SHEET, EXPRESS COMPANIES, JUNE 30, 1910.

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. Figures in *italics* denote *credit balances* on the assets side or *debit balances* on the liabilities side.

L.No.	Item.	American. 1	Adams. 2	Wells Fargo. 3	United States. 4	Canadian. 5	National. 6	L.No.
1	Expenditures for real property	$7,448,571	$3,922,186	$1,942,373	$1,535,978	$260,200	.....	1
2	Expenditures for equipment	2,492,406	2,485,845	2,309,566	1,238,718	150,668	$29,175	2
3	Stocks owned	[2] 21,246,330	[3] 23,071,246	3,756,507	381,802	33,333	.....	3
4	Funded debt owned	5,107,513	[4] 34,120,619	4,183,762	4,230,626	.....	.....	4
	Other permanent investments:							
5	Physical property	1,926,625	558,650	2,146,924	541,314	.....	.....	5
6	Securities	170,625	142,623	5,783,807	2,802,717	.....	.....	6
7	Cash and current assets	15,412,289	2,009,189	7,799,608	3,340,674	367,606	212,945	7
8	Materials and supplies	115,708	14,433	107,555	48,549	1,629	.....	8
9	Sinking fund, insurance, etc	.....	4,253	.....	.....	.....	.....	9
10	Advance payments on contracts	.....	.....	.....	716,667	.....	.....	10
11	Franchises, good will, etc	.....	.....	.....	.....	1,259,369	398,528	11
12	Other assets	.....	[5] 105,111	[7] 6,092,265	63,073	.....	.....	12
13	Deficit	.....	.....	.....	.....	.....	8,753	13
14	Total	$53,920,068	$66,434,155	$34,122,367	$14,900,118	$2,072,806	$649,401	14
15	Capital stocks [1]	[2] $18,000,000	[1]	$23,967,400	$10,000,000	$1,705,200	$500,000	15
16	Funded debt	.....	[4] $36,000,000	.....	.....	.....	.....	16
17	Current liabilities	17,437,132	5,261,338	6,212,737	3,330,295	367,606	149,195	17
18	Accrued interest on funded debt not yet payable	.....	155,732	.....	.....	.....	.....	18
19	Other liabilities	93,787	[6] 994,160	285,175	83,148	.....	207	19
20	Profit and loss, balance	18,389,149	24,022,925	3,657,055	1,486,675	.....	.....	20

[1] None of the Express companies tabulated, except the Wells Fargo and Company and the Canadian Express Company, are organized as stock corporations, but the par value of shares issued against the property of the company is reported for convenience under this head. The Adams Express Company however does not show any liability for its shares outstanding. [2] Includes $340,000 reacquired stock of respondent carried at a valuation of $395,214. [3] Includes $3,486,726, valuation of 18,960 respondent's own shares, for which no corresponding liability is carried.

[4] Includes $15,175,700 par value of respondent's own bonds held by itself and carried at a valuation of $15,220,582. [5] Designated as "Interest collected by Trust companies on stocks and bonds securing both issues of Adams Express collateral trust bonds, and held on deposit by said Trust companies". [6] $952,272 designated as "Excess book value of securities deposited with Trust companies over par value of Adams 4 per cent bonds outstanding"; remaining $41,888 "Equipment Replacement Account". [7] Includes "Loans, $5,730,000".

TABLE 602: INCOME ACCOUNT, EXPRESS COMPANIES, JUNE 30, 1910.

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only. Figures in *italics* denote *losses during year* or *deficits.*

L.No.	Item.	American. 1	Adams. 2	Wells Fargo. 3	United States. 4	Canadian. 5	National. 6	L.No.
1	Gross receipts from operations	$36,468,447	$31,810,971	$27,178,652	$17,689,888	$2,413,812	$1,185,181	1
2	Express privileges, Dr	16,677,941	16,494,960	12,866,364	8,308,220	1,160,895	457,194	2
3	Operating revenues	$19,790,506	$15,316,010	$14,312,288	$9,381,668	$1,252,917	$727,987	3
4	Operating expenses	16,864,491	13,083,637	10,949,561	8,841,420	987,679	583,736	4
5	Net operating revenues	$2,926,015	$2,232,373	$3,362,727	$540,247	$265,238	$144,251	5
6	Revenues from outside operations	.....	.....	$125,050	.....	$16,824	.....	6
7	Expenses of outside operations	.....	.....	116,684	.....	9,812	.....	7
8	Net revenues from outside operations	.....	.....	$8,366	.....	$7,013	.....	8
9	Total net revenues	$2,926,015	$2,232,373	$3,371,092	$540,247	$272,250	$144,251	9
10	Taxes accrued	302,166	202,234	187,618	92,216	13,928	5,367	10
11	Operating income	$2,623,849	$2,030,139	$3,183,475	$448,031	$258,322	$138,884	11
	Other income:							
12	Separately operated properties, profit	.....	$41,238	.....	.....	.....	.....	12
13	Dividends declared on stocks owned or controlled	$741,332	921,299	$268,515	$22,822	.....	.....	13
14	Interest accrued on funded debt owned or controlled	251,680	786,822	132,177	182,069	.....	.....	14
15	Income from other permanent investments	84,407	7,712	428,627	128,897	.....	.....	15
16	Miscellaneous income	84,748	106,934	[1] 811,748	54,036	.....	.....	16
17	Total other income	$1,162,167	$1,864,005	$1,641,067	$387,824	.....	.....	17
18	Gross corporate income	$3,786,017	$3,894,144	$4,824,541	$835,856	$258,322	$138,884	18
	Deductions from gross corporate income:							
19	Separately operated properties, deficit	.....	.....	.....	$10,835	$17,208	.....	19
20	Interest accrued on funded debt	.....	$860,581	.....	.....	.....	.....	20
21	Other interest	.....	70,125	.....	27,483	.....	.....	21
22	Other deductions	$215	41,277	.....	1,648	.....	.....	22
23	Total deductions from gross income	$215	$971,982	.....	$39,966	$17,208	.....	23
24	Net corporate income	$3,785,802	$2,922,161	$4,824,541	$795,890	$241,115	$138,884	24
	Disposition of net corporate income:							
25	Dividends declared	.....	$1,213,680	$1,598,370	$600,000	[3] $226,012	.....	25
26	Additions and betterments charged to income	.....	.....	.....	.....	15,103	.....	26
27	Balance for year carried forward to profit and loss	$3,785,802	$1,708,481	$3,226,171	$195,890	.....	$138,884	27
28	Balance June 30, 1909	14,805,306	20,502,804	4,753,842	1,252,724	.....	.....	28
	Additions for year:							
29	Profit on sales of securities	455,078	1,943,890	.....	.....	.....	.....	29
30	Accrued interest on securities in trusts	.....	249,960	.....	.....	.....	.....	30
31	Adjustment of valuation of equipment or property	1,367,370	.....	.....	21,393	.....	4,053	31
32	Other additions	142,599	71,943	[2] 19,709,144	48,549	.....	15	32
	Deductions for year:							
33	Dividends declared out of surplus	$2,119,200	.....	$24,000,000	.....	.....	$147,656	33
34	Other deductions	47,805	$454,153	32,102	$31,881	.....	4,048	34
35	Balance, profit and loss, June 30, 1910	$18,389,149	$24,022,925	$3,657,055	$1,486,675	.....	*$8,753*	35

[1] "Call loans and interest on bank accounts." [2] "By reserve" $19,701,575; "Balance of sundry debits and credits during year" $7569. [3] Paid to Grand Trunk Railway Company, owner of entire capital stock.

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910.

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
American:				%	
Stocks owned, not in sinking or other funds:					
American Express Co	$340,000	.....	$395,214	12	.....
American Express Co., S. A. I. lire	48,250	.....	48,781	.....	.....
American Express Co., M. b. h. marks	238,000	.....	240,000	.....	.....
Commercial Vehicle Co	2,750	.....	Nominal	20	$550
Commercial National Bank of Chicago, Ill	16,000	.....	31,500	9	1,260
Chicago & Northwestern Ry. Co., common	.....	.....	Sold Feb 1910	7	140,000
Chicago & Northwestern Ry. Co., common	575,000	.....	575,000	.....	.....
Chicago, St. Paul, Minn. & O. R.R., preferred	100,000	.....	172,475	7	7,000
Central Vermont R.R	25,000	.....	25,000	.....	.....
Chicago & Northwestern Ry. Co., preferred	300,000	.....	700,075	8	24,000
Intercolonial Express Co	33,300	.....	7,801	.....	21,978
Northern Pacific Ry. Co	.....	.....	Sold J & F 1910	7	26,250
National Express Co	484,600	.....	86,072	.....	55,603
New England Despatch	25,000	.....	Nominal	.....	.....
New York, New Haven & Hartford R.R. Co	3,849,300	.....	6,221,043	8	307,944
Union Pacific R.R. Co., common	500,000	.....	691,475	10	87,500
New York, New Haven & Hartford R.R. Co	962,325	.....	1,202,911	.5	6,415
New York Central & Hudson River R.R. Co	1,000,000	.....	1,132,099	5.25	52,500
Wells Fargo & Co	4,590,000	.....	9,180,000	.....	.....
Westcott Express Co., common	499,700	.....	536,884	7	10,332
Westcott Express Co., preferred	149,100	.....			
Totals	$13,738,325	.....	$21,246,330	.....	$741,332
Funded debt owned:					
Atchison, Topeka & Santa Fe, gen. mtge	38,000	.....	39,343	4	1,520
Atchison, Topeka & Santa Fe, gen. mtge	162,000	.....	168,355	4	6,480
Bangor & Aroostook R.R., refdg	72,000	.....	72,000	4	2,880
Baltimore & Ohio R.R. Co., prior lien	100,000	.....	96,247	3.5	3,500
Cleveland, Cincinnati, Chicago & St. Louis, gen. mtge	100,000	.....	102,750	4	4,000
C., I., St. L. & Chicago R.R. Co., gen. mtge	200,000	.....	200,000	4	8,000
C., I., St. L. & Chicago R.R. Co., gen. mtge	200,000	.....	212,000	4	8,000
Chicago & West Ind. R.R. Co., 1st mtge	80,000	.....	92,800	6	4,905
Chicago & Northwestern R.R. Co., sinking fund	199,000	.....	220,007	5	10,008
Chicago & Northwestern R.R. Co., sinking fund	294,000	.....	325,176	5	14,787
Chicago & Northwestern R.R. Co., extension	422,000	.....	463,900	5	16,880
Chicago & Northwestern R.R. Co., extension	271,000	.....	293,987	4	10,840
Chesapeake & Ohio R.R. Co., gen. mtge	150,000	.....	162,725	4.5	6,750
Erie R.R. Co., Pennsylvania coll	100,000	.....	93,623	4	4,000
Kansas City, Mexico & Orient Ry., 1st mtge	10,000	.....	10,000	4	400
Louisville & Nashville R.R., unif. mtge	150,000	.....	153,687	4	6,000
Lehigh Valley Terminal Ry., 1st mtge	.....	.....	Sold J. 1910	5	6,701
Long Dock Co., 1st mtge	.....	.....	Sold J. 1910	6	3,217
Long Island R.R., unif. mtge	100,000	.....	100,543	4	4,000
Michigan Central R.R.—Air Line division, 1st mtge	200,000	.....	218,500	4	8,000
New York, New Haven & Hartford R.R. Co., con. debs	.....	.....	Sold J. 1910	6	41,697
New York City	1,000	.....	1,011	4	40
New York Central & Hudson River R.R. Co., L. S. coll	500,000	.....	474,151	3.5	17,500
New York Central & Hudson River R.R. Co., Michigan Central coll	500,000	.....	473,957	3.5	17,500
Northern Pacific R.R. Co., P. R. L. Grant	150,000	.....	158,313	4	6,000
St. Paul & Northern Pacific R.R. Co., 1st mtge	50,000	.....	61,535	6	3,000
Southern Ry., 1st cons	250,000	.....	298,791	5	12,500
Union Pacific Ry., 1st ld. grant	300,000	.....	318,695	4	12,000
United States Government	10,000	.....	13,581	4	400
West Shore R.R., 1st mtge	250,000	.....	276,654	4	10,000
Prussian State Loan 1886			340	3.5	12
Prussian State Loan 1881–2			448	3.5	17
Prussian State Consolidated Loan 1908	1,452	.....	246	4	10
Prussian State Loan 1906 Mat. Opnl			24	3.5	1
German Imperial Loan 1909			610	4	24
Titres de Rentes French Government			2,932	3	90
Western R.R. of France 1937	3,571	.....	582	3	20
Totals	$4,864,023	.....	$5,107,514	.....	$251,689
Other permanent investments:					
Real estate in Buffalo, Syracuse, Utica, and New York city	.....	.....	1,926,625	.....	77,468
Real estate mortgages	170,625	.....	170,625	.....	6,939
Totals	$170,625	.....	$2,097,250	.....	$84,407
Total investments	$18,772,973	.....	$28,451,094	.....	$1,077,419
Adams:					
Stocks owned, not in sinking or other funds:					
Adams Land & Building Co	.....	$1,300,000	$1,300,000	.....	.....
American Exchange National Bank	.....	212,500	478,125	10	$21,250
American Express Co	.....	100,000	200,000	12	12,000
American Smelting & Refining Co., common	.....	50,000	57,500	4	2,000
American Woolen Co., preferred	$9,100	118,100	103,580	7	8,904
American Tobacco Co., preferred	.....	100,000	90,000	6	6,000
American Mail Steamship Co	40,000	.....	8,000	.....	.....
Associated Merchants Co., 1st preferred	10,000	.....	9,554	6	600
American Telephone & Telegraph Co	231,700	.....	282,545	8	18,536
Boston & Albany R.R	.....	60,000	120,000	8.75	5,250
Baltimore & Ohio R.R., common	.....	140,300	126,270	6	8,418
Bank of America	.....	20,000	100,000	26	5,200
Bank of New York	.....	40,600	117,740	14	5,684
Bank of Manhattan County	.....	5,450	15,805	14	763
Boston & Providence R.R. Corp	2,100	.....	2,295	10	210
Brooklyn Union Elevated R.R., common	2,000	.....	600	5	100
Blueridge Hotel Co	5,000	.....	5,000	.....	.....
Baltimore & Ohio R.R., preferred	80,000	.....	60,000	4	3,200
Chicago, Milwaukee & St. Paul Ry., preferred	262,500	325,000	750,000	7	41,125
Chicago, Milwaukee & St. Paul Ry., common	131,200	200,100	381,325	7	23,191
Citizens Central National Bank	.....	10,000	14,000	6	600
Commercial Trust Co., Philadelphia	.....	20,000	70,000	12	2,400
Chicago, Peoria & St. Louis R.R., preferred	247,750	.....	17,343	.....	.....
Chicago & Northwestern Ry. Co., preferred	200,000	.....	380,000	8	16,000
Chicago & Northwestern Ry. Co., common	71,000	.....	77,720	7	3,073
Delaware & Hudson Co	.....	100,000	165,000	9	9,000
Erie R.R., 1st pref	.....	260,000	140,400	.....	.....
Fourth National Bank	.....	50,000	87,500	8	4,000
First National Bank—1st Security Co	.....	49,400	296,400	40	19,760
Franklin National Bank, Philadelphia	.....	40,000	110,000	14	5,600
Fleischmann Co., preferred	50,000	.....	65,000	6	3,000
Gold & Stock Telegraph Co	.....	10,000	10,000	6	600
Hanover National Bank	.....	40,200	190,950	16	6,432

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910 (*continued*).

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
Adams (*continued*):				%	
Stocks owned, not in sinking or other funds (*concluded*):					
Home Insurance Co	.....	$30,000	$132,000	30	$9,000
Hudson & Manhattan R.R. Co., common	$536,000	.....	.....	.....	.....
Inter-Ocean Telegraph Co	.....	18,900	18,900	6	1,134
Importers and Traders National Bank	.....	10,000	52,500	24	2,400
Iowa Central Railway, common	.....	191,000	28,650	.....	.....
Interborough-Metropolitan Ry. Co	106,000	.....	.....	.....	.....
International Mercantile Marine Co., common	25,000	.....	5,000	.....	.....
International Harvester Co., preferred	50,000	.....	55,437	7	3,500
Long Branch Sewer Co	3,000	.....	3,000	5	150
MacKay Cos., preferred	.....	200,000	130,000	4	8,000
MacKay Cos., common	.....	29,800	19,370	4.75	1,415
Manufacturers & Traders National Bank, Buffalo	.....	20,000	50,000	24	4,800
Mechanics & Metals National Bank	.....	50,000	11,250	31	1,550
Mercantile National Bank	.....	22,400	50,400	6	1,344
Merchants National Bank	.....	32,500	50,375	7	2,275
Minneapolis & St. Louis R.R., preferred	.....	100,000	75,000	2.5	2,500
Morris European & American Express Co., Ltd	50,000	.....	18,333	.....	.....
National Bank of Commerce, Louisville	.....	10,000	19,000	8	800
Northern Central Ry	.....	257,450	453,112	8	20,596
National Bank of Commerce, New York	.....	17,500	28,000	8	1,400
New York, New Haven & Hartford R.R. Co	250,000	.....	156,250	1	2,500
New York, New Haven & Hartford R.R. Co	3,473,000	.....	5,397,000	8	177,840
New York Transfer Co	26,600	.....	13,300	5	1,330
Norfolk & Western Ry. Co., preferred	10,000	.....	8,864	6	600
New York & Eastern News Co	20,000	.....	40,000	6	1,200
Northern Pacific Ry. Co	200,000	.....	282,500	7	14,000
National Park Bank of New York	127,500	.....	541,875	16	20,400
Pennsylvania R.R. Co	3,651,750	.....	4,089,960	6	184,486
Pittsburgh, Cincinnati, Chicago & St. Louis Ry., common	100	.....	101	2.5	3
Pittsburgh, Cincinnati, Chicago & St. Louis Ry., preferred	500	.....	.....	5	25
Southern Express Co	.....	650,000	975,000	10	65,000
Standard Trust Co	10,000	25,000	135,750	16	5,600
Southern Ry. Co., preferred	.....	100,000	55,000	.....	.....
Subway Realty Co	16,000	.....	16,000	5	800
Union Pacific Ry., common	2,000	40,000	55,097	10	4,200
United States Steel Corporation, preferred	100,000	400,000	475,000	7	35,000
United States Realty & Improvement Co	87,000	.....	35,594	4.75	4,133
United Dry Goods Co., cum. preferred	100,000	.....	110,000	7	7,000
United Dry Goods Co., common	182,500	.....	164,250	6	10,605
Baltimore & Ohio R.R. Co., preferred	.....	.....	.....	4	200
National Bank of Augusta, Ga	.....	.....	.....	7	1,117
Norfolk & Western Ry. Co., common	.....	.....	.....	5	91,500
Adams Express Co	.....	.....	3,486,726	.....	.....
Totals	$10,369,300	$5,456,200	$23,071,246	.....	$921,299
Funded debt owned:					
American Mail Steamship Co., 1st mtge. 1818	26,000	.....	24,700	6	1,560
Atchison, Topeka & Santa Fe conv. gold 1917	4,000	44,000	48,880	5	2,400
American Locomotive Co., gold notes 1914	150,000	.....	150,000	5	5,625
Atlantic City R.R., 1st mtge. 1951	.....	265,000	259,700	4	10,600
Atlantic Coast Line, L. & N. coll. trust 1952	.....	200,000	196,250	4	8,000
Atchison, Topeka & Santa Fe Short Line 1st mtge. 1958	.....	600,000	568,250	4	17,356
Atchison, Topeka & Santa Fe Ry. 50-yr. conv. 1955	.....	32,000	30,080	4	1,280
Alabama-Great Southern R.R. Co., 1st mtge. 1927	.....	84,000	86,100	5	4,200
Albany & Susquehanna R.R. 40-year 1946	.....	25,000	23,250	3.5	875
Adams Land & Building Co., note	.....	700,000	700,000	6	42,000
Baltimore & Ohio R.R.—C. H. & D. 1st & refdg. mtge., 50-year 1959	500,000	.....	457,500	4	5,000
B. & O. R.R.—Pittsburgh Junction & Middle Division, 1st mtge. 27-year gold 1925	53,000	.....	47,170	3.5	356
Baltimore & Ohio R.R.—P. L. E. & West Virginia refdg. mtge. 1941	.....	650,000	621,775	4	19,978
Bethlehem Steel Co. 5-year sinking fund gold notes, 1914	200,000	.....	195,000	6	7,700
Boonville Bridge 1st sinking fund guar. 1951	.....	16,000	14,870	4	640
Brooklyn Union Elevated R.R. 1950	.....	10,000	10,375	4.5	500
Birmingham Terminal Co., 1st mtge. 50-year guar. 1957	.....	150,000	132,375	4	2,450
Chesapeake & Ohio Ry. 20-year conv. gold 1930	300,000	.....	280,875	4.5	1,914
Chesapeake & Ohio Ry. Big Sandy 1st mtge. 1944	.....	741,000	689,610	4	29,640
Chesapeake & Ohio Ry., Equitable gold notes 1914-15	.....	100,000	92,000	4	4,000
Chesapeake & Ohio Ry. gen. mtge 1992	.....	260,000	280,785	4.5	11,700
Chesapeake & Ohio Ry., Virginia & West Virginia Terminal 1st mtge. 1922	.....	25,000	31,813	6	1,500
Chesapeake & Ohio Ry., Craig Valley Branch, 1st mtge. 1940	.....	46,000	50,495	5	2,300
Chicago & Eastern Illinois R.R. refdg & imp. mtge. 50-year 1955	.....	300,000	257,875	4	5,633
Chicago & Northwestern Ry. deb. 30-year 1921	.....	100,000	117,000	5	5,000
Chicago, Indianapolis & Louisville Ry. Co. refdg. mtge. 1947	.....	100,000	103,500	5	5,000
Chicago, Rock Island & Pacific Ry. Co. 1st and refdg. mtge. 1934	.....	300,000	275,000	4	5,622
Chicago & Western Indiana R.R. Co. con. mtge. 50-year 1952	.....	400,000	382,750	4	13,944
Chicago City Connecting Rys. coll. trust gold 1927	200,000	.....	188,000	5	3,250
Chicago, Peoria & St. Louis cons. mtge. 30-year gold 1930	45,000	.....	33,750	5	.....
Chicago-Great Western R.R. 1st mtge. 50-year 1959	.....	250,000	233,437	4	4,944
Chicago, Peoria & St. Louis, non-cum. 30-year 1930	65,500	.....	6,550	5	.....
Cincinnati, Richmond & Ft. Wayne R.R. 1st mtge. 1921	.....	10,000	10,000	7	700
Consolidated Ry. deb. 1954	.....	100,000	91,500	4	4,000
Cleveland, Columbus, Cincinnati & Indiana Ry. cons. gen. mtge. 1934	.....	140,000	191,100	6	8,400
Cleveland, Columbus, Cincinnati & Indiana Ry. 1st. cons. mtge. 1914	.....	22,000	27,234	7	1,540
Chamber of Commerce Building Fund	5,000	.....	5,000	1	50
Colorado & Southern Ry. refdg. and ext. mtge. 30-year gold 1935	100,000	.....	98,500	4.5	1,356
Columbus, Sandusky & Hocking R.R. gen. mtge. 1936	20,000	.....	5,000	4	.....
Cleveland, Terminal & Valley R.R. 1st mtge. 1995	.....	100,000	99,750	4	4,000
Cincinnati, Richmond & Fort Wayne R.R. 1st mtge. 1921	.....	40,000	51,140	7	2,800
Dayton & Michigan R.R. cons. mtge. guar. 30-year 1911	.....	55,000	61,119	5	2,750
Delaware & Hudson Co. 10-year deb. 1916	.....	34,000	32,300	4	1,360
Erie R.R. gen. lien 1996	.....	375,000	284,875	3.4	15,000
Erie R.R. prior lien 1996	.....	90,000	85,050	4	3,600
Erie R.R., Pennsylvania coll. 50-year 1951	.....	100,000	94,500	4	4,000
Erie Ry., cons. mtge. 1920	.....	100,000	129,875	7	7,000
Georgia R.R. & banking Co., refdg. deb. 40-year 1947	.....	100,000	94,375	4	4,000
Hocking Valley Ry., 1st cons. mtge. 1999	.....	100,000	104,000	4.5	4,500
Hudson & Manhattan R.R., 1st mtge. conv. gold 1957	400,000	.....	400,000	4.5	18,000
Hudson Cos., 3-year secured gold notes 1911	500,000	.....	470,000	6	30,000
Hudson Cos., notes 1912	500,000	.....	486,250	5	22,847
Hudson Cos., secured conv. gold coupon notes 1913	420,000	.....	420,000	6	8,900
Iowa Central Ry. 1st & refdg. mtge. 1951	.....	100,000	95,125	4	4,000
Interborough-Metropolitan Co., coll. trust 1956	.....	214,000	149,800	4.5	9,630
Lake Shore & Michigan Southern Ry. Co., 25-year 1931	28,000	593,000	571,815	4	15,704
Leavenworth City & Ft. Leavenworth Water Co., cons. mtge. 1927	19,000	.....	19,000	5	950
Lehigh Valley Registered Annuity-Irredeemable	.....	112,000	159,040	6	6,720
Long Island R.R.-North Shore Br., 1st cons. mtge. 1932	.....	100,000	90,000	5	5,000
Louisville & Nashville R.R., unif. mtge. 50-year 1940	.....	100,000	101,000	4	4,000

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910 (*continued*).

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
Adams (*concluded*):				%	
Funded debt owned (*concluded*):					
Louisville & Nashville R.R.-Southern Ry., coll. joint mtge. 50-year 1952	.....	$200,000	$195,000	4	$3,000
Louisville & Jeffersonville Bridge Co., 1st mtge. 1945	.....	25,000	24,875	4	1,000
Louisville & Nashville R.R.-Atlanta, Knoxville & Cincinnati division, mtge. 1955	.....	325,000	307,063	4	9,783
Michigan Central R.R., 20-year deb. 1929	.....	320,000	299,600	4	6,011
Missouri, Kansas & Texas Ry., 1st refdg. mtge. 2004	.....	200,000	171,000	4	8,000
Missouri, Kansas & Texas Ry.-St. Louis division, 1st mtge. refdg. gold 2001	$50,000	.....	41,625	4	361
Mississippi Central R.R., 1st mtge. 1949	.....	200,000	191,250	5	9,694
Minneapolis & St. Louis R.R., 1st & refdg. mtge. 1949	.....	150,000	145,500	4	6,000
Minneapolis & St. Louis R.R., Pacific Extension 1st mtge. 40-year 1921	.....	30,000	37,800	6	1,800
Mutual Terminal Co. of Buffalo, 1st mtge. sinking fund 20-year 1924	.....	100,000	97,000	4	3,078
New York Bay Extension R.R., 1st mtge. guar. 1943	.....	100,000	90,000	5	5,000
New York, Chicago & St. Louis R.R., 25-year deb. 1931	.....	600,000	548,000	4	12,400
New York, Lake Erie & Western Docks & Imp. Co., 1st mtge. 1913	.....	100,000	116,000	6	6,000
New York, Susquehanna & Western R.R., 1st refdg. 1937	.....	100,000	108,250	5	5,000
New York, Susquehanna & Western R.R., term, mtge. 50-year gold 1943	200,000	.....	221,500	5	10,000
New York, New Haven & Hartford R.R., conv. gold deb. certificates 1948	33,000	.....	33,051	6	1,980
New York Central & Hudson River R.R., 30-year deb. 1934	.....	150,000	142,500	4	6,000
Nashville, Chattanooga & St. Louis Ry., 1st mtge. 1913	.....	22,000	26,930	7	1,540
North American Mail Steamship Co., note	10,625	.....	10,625	.....	.....
New Orleans Terminals Co., 1st mtge. 1953	.....	615,000	570,413	4	24,600
Norfolk & Western Ry., 1st mtge. 1996	.....	200,000	199,000	4	8,000
Norfolk & Western Ry., 10-25 year conv. 1932	.....	200,000	214,250	4	8,000
Norfolk & Western Ry., div. 1st lien & gen. mtge. 1944	.....	400,000	375,625	4	11,533
Norfolk & Western Ry., Pocahontas Coal Lands, 1st mtge. 1941	.....	100,000	91,625	4	4,000
Northern Pacific Ry.-St. Paul-Duluth division, mtge. 1996	.....	100,000	101,000	4	4,000
Oregon Short Line R.R., refdg. mtge. 1929	.....	50,000	47,250	4	2,000
Pensacola & Atlantic R.R., 1st mtge. 1921	.....	2,000	2,230	6	120
Providence Securities Co., 50-year deb. gold coupon 1957	41,000	100,000	122,334	4	1,757
Philadelphia, Baltimore & Washington R.R., 1st mtge. 1943	.....	200,000	214,000	4	8,000
Pittsburgh, Cincinnati, Chicago & St. Louis Ry., cons. mtge. 50-year gold, series "D," 1945	100,000	.....	100,000	4	4,000
Reading Co.-Jersey Central coll. trust 50-year 1951	.....	500,000	469,770	4	20,000
Rock Island, Arkansas & Louisiana R.R., 1st mtge. 1934	50,000	.....	47,875	4.5	669
Richmond & Danville R.R., deb. 1927	.....	101,000	112,405	5	5,050
Rio Grande Western Ry., cons. mtge., series "A" 1949	.....	100,000	84,375	4	1,728
South Bound R.R., 1st. mtge. 1941	.....	105,000	118,950	5	5,250
St. Louis Bridge Co., 1st mtge. 1929	.....	200,000	285,643	7	14,000
Southern Ry.-E. Tenn. Reorganization lien, 1938	.....	129,000	143,345	5	6,450
Southern Ry., cons. mtge. 1994	.....	50,000	50,100	5	2,500
Southern Ry., develop. & gen. mtge. series "A" 1956	.....	523,000	413,779	4	12,909
Southern Ry., St Louis division, 1st mtge. 1951	.....	25,000	24,910	4	1,000
St. Paul, Minneapolis & Manitoba Co., cons. mtge. 1933	.....	6,000	6,000	6	360
Terminal Association of St. Louis, gen. mtge. refdg. 1953	.....	100,000	101,000	4	4,000
Toledo & Ohio Central Ry., gen. mtge. 1935	.....	50,000	51,000	5	1,090
Union Depot of Columbus, O., 50-year 1923	.....	13,000	13,000	7	910
Union Depot of Columbus, O., gen. mtge. 1946	.....	130,000	130,000	4.5	5,850
United States Realty & Imp. Co., 20-year conv. deb. 1924	100,000	.....	56,166	5	5,000
United States Steel Corp., skg. fund mtge. 1963	.....	200,000	211,250	5	10,000
Virginia & Southwestern Ry., 1st mtge. 1958	.....	100,000	98,875	5	5,000
Wisconsin, Minnesota & Pacific R.R., 1st mtge. 50-year 1950	.....	150,000	128,063	4	3,000
West Shore R.R., 1st mtge. registered 2361	92,000	.....	92,000	4	3,680
Washington Terminal Co., 1st mtge. 1945	.....	200,000	196,000	3.5	7,000
Western New York & Penna. Ry., gen. mtge. 1943	.....	115,000	108,675	4	4,600
Wheeling & Lake Erie R.R., 1st cons. mtge. 1949	.....	100,000	94,000	4	4,000
Central of Ga. Ry. Co., 1st mtge. 1945	.....	.....	.....	5	5,104
Lehigh Valley Terminal, 1st mtge. guar. 1941	.....	.....	.....	5	11,892
New York, New Haven & Hartford R.R., conv. deb. certificates 1956	.....	.....	.....	3.5	5,359
New York, New Haven & Hartford R.R., conv. deb. 1948	.....	.....	.....	6	7,695
Pittsburgh, Bessemer & Lake Erie, 1st cons. mtge. 1947	.....	.....	.....	5	3,063
Pittsburgh, Shenango & Lake Erie, 1st cons. mtge. 1943	.....	.....	.....	5	2,042
Savannah, Florida & Western R.R., 1st mtge. 1934	.....	.....	.....	6	8,767
Southern Pacific Co., 2-5 year 1910	.....	.....	.....	4	3,111
Southern Ry. Co., 3-year gold notes 1911	.....	.....	.....	6	2,620
Union Pacific R.R. Co., 1st mtge. refdg. land grant 1947	.....	.....	.....	4	4,750
West Shore R.R., 1st mtge. guar., registered 2361	.....	.....	.....	4	14,940
Adams Express Co., coll. trust 4's 1948	.....	3,412,500	3,485,094	.....	.....
Adams Express Co., coll. trust 4's 1948	133,000	.....	123,808	.....	.....
Adams Express Co., coll. trust 4's 1947	.....	11,326,400	11,326,400	.....	.....
Adams Express Co., coll. trust 4's 1947	392,500	.....	283,980	.....	.....
Adams Express Co., coll. trust 4's scrip	1,300	.....	1,300	.....	.....
Totals	$4,648,925	$30,207,900	$34,120,619	.....	$786,822
Other permanent investments:					
Real estate in New York city	.....	.....	265,022	.....	1,839
Real estate in Hollywood	.....	.....	285,709	.....	.....
Colorado mining property	.....	.....	7,919	.....	.....
Mortgage loans	142,623	.....	142,623	4.5	5,873
Totals	$142,623	.....	$701,273	.....	$7,712
Total investments	$4,791,548	$30,207,900	$57,893,138	.....	$1,715,832
Wells Fargo and Company:					
Stocks owned, not in sinking or other funds:					
Alaska Packers Association	$500	.....	$462	3	$15
Campania Mexicana de Express, S. A. series "B"	500,000	.....	497,367	40	99,640
Garfield National Bank, New York	10,000	.....	30,013	15	1,500
Wells Fargo & Co.'s Bank, New York	92,000	.....	112,000	8	7,360
Wells Fargo & Co., Nevada National Bank of San Francisco	2,000,000	.....	3,000,000	8	160,000
Bankers Warehouse Co., San Francisco, Cal	6,000	.....	1,330	.....	.....
Benecia Water Works of California	62,550	.....	11,815	.....	.....
New Amsterdam National Bank, New York city	20,000	.....	9,025	.....	.....
Novato Land Co. of California	9,000	.....	2,706	.....	.....
West Seattle Land & Improvement Co., Washington	300,000	.....	22,887	.....	.....
Lily Park Stock Growing Association	33,903	.....	33,903	.....	.....
Island Improvement Co	25,000	.....	25,000	.....	.....
Totals	$3,058,953	.....	$3,746,507	.....	$268,515
Funded debt owned:					
Alaska Packers Association, 15-yr. 1920	348,000	.....	323,713	6	20,880
American Telephone & Telegraph Co., conv. 1936	100,000	.....	101,625	4	539
Armour & Co., real estate 1st mtge. 1939	100,000	.....	91,875	4.5	505
Atchison, Topeka & Santa Fe conv. 1910	100,000	.....	102,777	4	303
Baltimore & Ohio R.R. (Pittsburgh, L. Erie & W. Va.) refdg. 1941	100,000	.....	90,714	4	544
Central Pacific Ry., 1st & refdg. mtge. 1949	250,000	.....	238,181	4	10,000
Chicago, Milwaukee & St. Paul Ry., 25-yr. 1934	200,000	.....	185,749	4	1,004
Cincinnati, Hamilton & Dayton 1st & refdg. mtge. 1959	100,000	.....	91,250	4	1,022

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910 (*continued*).

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
Wells Fargo and Company (*concluded*):				%	
Funded debt owned (*concluded*):					
Cincinnati, Hamilton & Dayton, 1st refdg. mtge. 1959	$18,000	.....	$16,020	4	$1,066
Illinois Central R.R., refdg. mtge. 1955	165,000	.....	161,700	4	6,600
Multnomah County, Oregon, School Dist. No. 1, 1928	50,000	.....	51,675	4.5	2,250
Norfolk & Western Ry., conv. 1932	100,000	.....	100,123	4	282
Northern Ry. of California, 1st mtge. 1938	117,000	.....	140,730	5	5,850
Pennsylvania R.R., conv. 1915	200,000	.....	192,194	3.5	953
Pittsburgh, Shenango & L. Erie R.R., 1st mtge. 1940	50,000	.....	44,028	5	2,500
Portland City & Oregon Ry. Co., 1st mtge. 1921	50,000	.....	50,000	6	3,000
St. Louis, Iron Mt. & Southern (River & Gulf div.) 1st mtge. 1933	200,000	.....	184,467	4	8,000
Southern Pacific R.R. of California, 1st mtge. series "E" & "F" 1912	98,000	.....	111,019	6	5,880
Southern Pacific Branch Ry. of California, 1st mtge. 1937	64,000	.....	86,481	6	3,840
Southern Pacific R.R., refdg. 1st mtge. 1955	300,000	.....	289,330	4	12,000
Southern Pacific R.R., 1st mtge. 1955	250,000	.....	235,625	4	1,389
Southern Pacific R.R., conv. 1929	200,000	.....	203,750	4	1,089
Spring Valley Water Co., gen. mtge. 1923	102,000	.....	94,248	4	4,080
Sunset Telephone & Telegraph Co., gen. mtge. 1929	287,000	.....	303,423	5	14,350
Union Pacific R.R. Co., 1st & refdg. mtge. 2008	250,000	.....	241,250	4	1,389
United States & Mexico, 1945	455,415	.....	451,819	5	22,862
Totals	$3,799,000	.....	$4,183,762	.....	$132,177
Other permanent investments:					
Real estate in Brooklyn, N. Y.	.....	.....	1,140	.....	377
Real estate in Chicago, Ill.	.....	.....	68,154	.....	3,855
Real estate in Cook county, Ill.	.....	.....	46,445	.....	250
Real estate in Kansas City, Mo.	.....	.....	26,512	.....	.....
Real estate in Los Vegas, New Mex.	.....	.....	17,942	.....	1,889
Real estate in Los Angeles, Cal.	.....	.....	83,550	.....	26
Real estate in Sonoma county, Cal.	.....	.....	37,964	.....	1,231
Real estate in Napa county, Cal.	.....	.....	2	.....	.....
Real estate in New York city	.....	.....	81,466	.....	*6,348*
Real estate in Oakland, Cal.	.....	.....	4,532	.....	.....
Real estate in Omaha, Nebr.	.....	.....	11,225	.....	809
Real estate in Portland, Ore.	.....	.....	758,972	.....	46,650
Real estate in Sacramento, Cal.	.....	.....	4,012	.....	625
Real estate in Salt Lake City, Utah	.....	.....	60,226	.....	516
Real estate in San Francisco, Cal.	.....	.....	929,090	.....	40,621
Real estate in San Jose, Cal.	.....	.....	912	.....	7
Real estate in San Mateo county, Cal.	.....	.....	608	.....	67
Real estate in Wheeler county, Tex.	.....	.....	651	.....	.....
Real estate in Mono county, Cal.	.....	.....	13,521	.....	3,892
Loans	.....	.....	5,000,000	6	316,750
Notes receivable	.....	.....	783,807	.....	17,410
Totals	.....	.....	$7,930,730	.....	$428,628
Total investments	$6,857,953	.....	$15,860,999	.....	$829,319
United States:					
Stocks owned, not in sinking or other funds:					
Beech Creek R.R.	$20,000	.....	$21,800	4	$800
Hocking Valley, preferred	.....	.....	.....	4	560
American Telegraph & Cable Co	30,000	.....	29,400	5	1,500
Chicago, Milwaukee & St. Paul	50,600	.....	30,565	7	3,542
Chicago, Milwaukee & St. Paul, preferred	20,200	.....	20,200	7	1,414
Sixth Ave. R.R.	5,000	.....	8,850	7	350
Chicago, Rock Island & Pacific	29,300	.....	12,265	5	1,465
Kalamazoo, Allegan & Grand Rapids	10,000	.....	15,900	5.9	590
New York & Harlem	25,000	.....	19,841	10	2,500
United States Express Realty Co.	100,000	.....	100,000	.....	.....
Norfolk & Washington, D. C., Steamboat Co.	17,000	.....	18,347	12	2,040
Wells Fargo Express	3,600	.....	3,565	310	3,720
Borough Express	5,000	.....	5,000	.....	.....
Ripon Telephone Co.	.....	.....	.....	40	8
Pennsylvania	52,000	.....	59,340	6	2,808
New York Central & Hudson River	33,900	.....	36,730	5.25	1,525
Totals	$401,600	.....	$381,802	.....	$22,822
Funded debt owned:					
Chicago & Alton R.R. Co., refdg. 1949	30,000	.....	25,200	3	900
Baltimore & Ohio R.R. Co., 1st mtge. 1925	10,000	.....	8,725	3.5	350
New York Central & Hudson River R.R. Co. (Michigan Central coll.) 1998	26,000	.....	23,273	3.5	910
Toledo, St. Louis & Western R.R. (prior lien) 1925	25,000	.....	22,625	3.5	875
United States (D. C.) 1924	10,000	.....	12,244	3.65	365
Atchison, Topeka & Santa Fe Ry., gen. mtge. 1995	10,000	.....	10,087	4	400
Baltimore & Ohio R.R. Co., 1st mtge. 1948	20,000	.....	20,397	4	800
Baltimore & Ohio R.R. Co. (P. & L. E. and West Va. System) refdg. mtge. 1941	40,000	.....	39,425	4	1,600
Central Pacific R.R. Co., 1st mtge. refdg. 1949	10,000	.....	10,246	4	400
Chicago, Rock Island & Pacific Ry. Co., coll. trust 1915	25,000	.....	24,656	4	1,000
Chicago, Rock Island & Pacific Ry. Co., 2002	50,000	.....	42,514	4	2,000
Cincinnati, Indianapolis & Western R.R. Co., 1st and refdg. mtge. 1953	50,000	.....	49,500	4	2,000
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., 1st mtge. (C. V. & C. Ry.) 1939	57,000	.....	55,696	4	2,280
Cleveland, Cincinnati, C. & St. L. Ry. Co., 1st mtge. (C. W. & M. division) 1991	50,000	.....	49,510	4	2,000
Cleveland, Cincinnati, Chicago & St. L. Ry. Co., 1st coll. trust mtge. (St. L. div.) 1990	30,000	.....	30,975	4	1,200
Cleveland, Cincinnati, C. & St. L. Ry. Co., 1st mtge. (S. & C. division) 1940	30,000	.....	30,563	4	1,200
Cleveland, Cincinnati, Chicago & St. L. Ry. Co., 1st mtge. (White Water Valley) 1940	11,000	.....	10,923	4	440
Cleveland Terminal & Valley R.R. Co., 1st mtge. 1995	40,000	.....	39,775	4	1,600
DesMoines & Fort Dodge R.R. Co., 1st mtge. 1935	25,000	.....	24,125	4	1,000
Illinois Central R.R. Co., 1953	15,000	.....	15,675	4	600
Indiana, Illinois & Iowa R.R. Co., 1st mtge. 1950	30,000	.....	30,000	4	1,200
Iowa Central Ry., 1st refdg. mtge. 1951	10,000	.....	9,150	4	4,000
Kentucky Central R.R. Co., 1st mtge. 1987	30,000	.....	29,887	4	1,200
Long Island R.R. Co., 1932	5,000	.....	4,902	4	200
Louisville & Jefferson Bridge Co., 1945	50,000	.....	49,425	4	2,000
Louisville & Nashville R.R. Co., unified mtge. 1940	25,000	.....	25,437	4	1,000
Manhattan Ry. Co., cons. mtge. 1990	10,000	.....	10,025	4	400
Minneapolis & St. Louis R.R. Co., 1st and refdg. mtge. 1949	10,000	.....	9,500	4	400
Minneapolis, St. Paul & Sault Ste Marie Ry. Co., 1938	50,000	.....	49,063	4	2,000
Missouri, Kansas & Texas Ry. Co., 1st mtge. 1990	25,000	.....	24,831	4	1,000
New York, Lackawanna & Western R.R. Co., term. imp. 1923	30,000	.....	31,142	4	1,200
Norfolk & Western R.R., 1st cons. mtge. 1996	10,000	.....	9,175	4	400
Norfolk & Western R.R., 1st lien and gen. mtge. 1944	25,000	.....	24,250	4	1,000
Northern Pacific Ry. Co., prior lien, 1997	10,000	.....	10,250	4	400
Pacific of Missouri R.R., 1st mtge. ext. 1938	21,000	.....	22,050	4	840
Peoria & Eastern R.R. Co., 1st cons. mtge. 1940	20,000	.....	18,940	4	800
Reading Co. (P. & R. Coal & Iron Co.), gen. mtge. 1997	10,000	.....	8,813	4	400
Reading Co. (C. R.R. of N. J.), coll. 1951	40,000	.....	37,875	4	1,600

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910 (*continued*).

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
				%	
United States (*continued*):					
Funded debt owned (*continued*):					
St. Louis & Cairo R.R. Co., 1st mtge. 1931	$31,000	.....	$31,283	4	$1,240
St. Louis & San Francisco R.R. Co., cons. mtge. 1996	35,000	.....	34,250	4	1,400
Scioto Valley & New England R.R. Co., 1st mtge. 1989	10,000	.....	10,100	4	400
Southern Pacific Co. (Central Pacific stock coll.) 1949	30,000	.....	27,010	4	1,200
Terminal R.R. Association of St. Louis, gen. mtge. refdg. and sinking fund 1953	20,000	.....	20,000	4	800
Territory of Hawaii 1918	7,000	.....	7,000	4	280
Union Pacific R.R. Co., 1st mtge. r.r. and ld. grant	20,000	.....	20,963	4	800
Wabash-Pittsburgh Terminal Ry. Co., 1st mtge. (certifs. of deposit) 1954	25,000	.....	22,250	4	.....
Wheeling & Lake Erie R.R. Co., 1st cons. mtge. 1949	25,000	.....	23,510	4	1,000
Central Ohio R.R. Co., cons. 1st mtge. 1930	21,000	.....	22,710	4.5	945
Chesapeake & Ohio Ry. Co., gen. mtge. 1992	20,000	.....	19,094	4.5	900
Grand Rapids & Indiana R.R., 1st mtge. 1941	8,000	.....	8,760	4.5	360
Hocking Valley Ry. Co., 1st cons. mtge. 1999	25,000	.....	26,075	4.5	1,125
Lehigh Valley of New York, 1st mtge. 1940	41,000	.....	44,120	4.5	1,845
Northwestern Telegraph Co., 1st mtge. refdg. 1934	45,000	.....	45,875	4.5	2,025
Pacific of Missouri, 1st mtge. (Carondelet branch) 1938	10,000	.....	10,450	4.5	450
Terminal R.R. Association of St. Louis, 1st mtge. 1939	31,000	.....	34,730	4.5	1,395
Toledo, Walhonding Valley & Ohio R.R. Co., series "B" 1933	15,000	.....	15,919	4.5	675
American Dock & Improvement Co., 1921	40,000	.....	45,413	5	2,000
Atlanta, Knoxville & Northern R.R. Co., 1st mtge. 1946	7,000	.....	8,085	5	350
Broadway & 7th Ave. R.R. Co., 1st cons. mtge. 1943	14,000	.....	16,485	5	700
Broadway Surface R.R. Co., 1924	23,000	.....	25,483	5	1,150
Brooklyn Union Elevated R.R. Co., 1st mtge. 1950	10,000	.....	9,763	5	500
Brooklyn Union Gas Co., 1st cons. mtge. 1945	50,000	.....	58,364	5	2,500
Burlington, Cedar Rapids & Northern Ry. Co. (I. M. & D. division) 1st mtge. reg. 1934	25,000	.....	28,875	5	1,250
Canada Southern R.R. Co., 2nd mtge. 1913	30,000	.....	31,687	5	1,500
Chesapeake & Ohio Ry. Co., cons. mtge. 1939	15,000	.....	16,465	5	750
Chicago & Eastern Illinois R.R. Co., gen. cons. 1st mtge. 1937	25,000	.....	25,494	5	1,250
Chicago & Erie R.R. Co., 1st mtge. 1982	40,000	.....	46,705	5	2,000
Chicago & Northwestern Ry., sinking fund 1929	22,000	.....	24,115	5	1,100
Chicago & Northwestern Ry., sinking fund reg. 1929	11,000	.....	11,820	5	550
Chicago, Santa Fe & California Ry. Co., 1st mtge. 1937	10,000	.....	11,650	5	500
Choctaw & Memphis Ry. Co., 1st mtge. 1949	25,000	.....	27,809	5	1,250
Cincinnati, Dayton & Ironton R.R. Co., 1st mtge. 1941	31,000	.....	35,407	5	1,550
Cincinnati, Hamilton & Dayton Ry. Co., gen. mtge. 1942	8,000	.....	9,120	5	400
Citizens Gas Light Co. of Brooklyn, cons. 1st mtge. 1940	34,000	.....	39,600	5	1,700
Cleveland, Akron & Columbus Ry. Co., gen. mtge. 1927	41,000	.....	46,840	5	2,050
Cleveland, Lorain & Wheeling, 1st cons. mtge. 1933	13,000	.....	14,720	5	650
Columbus & 9th Ave. R.R. Co., 1st mtge. 1993	26,000	.....	31,380	5	1,300
Columbus Connecting & Terminal R.R. Co., 1st mtge. 1922	15,000	.....	16,075	5	750
Consolidated Traction Co., 1933	10,000	.....	10,800	5	500
Dedham & Hyde Park Gas & Electric Light Co., 1st mtge. 1918	15,000	.....	15,900	5	750
Duluth & Iron Range R.R. Co., 1st mtge. 1937	49,000	.....	55,797	5	2,450
Duluth Short Line, 1st mtge. 1916	6,000	.....	6,310	5	300
Duluth, South Shore & Atlantic Ry. Co., 1st mtge. 1937	39,000	.....	44,049	5	1,950
Eastern & Amboy R.R. Co., reg. 1920	25,000	.....	28,700	5	1,250
Elgin, Joliet & Eastern Ry. Co., 1st mtge. 1941	30,000	.....	33,797	5	1,500
Equitable Gas Light Co. of New York, 1st cons. mtge. 1932	50,000	.....	58,856	5	2,500
Indiana, Decatur & Western R.R. Co., 1st mtge. 1935	50,000	.....	54,790	5	2,500
Iowa Central Ry., 1st mtge. 1938	40,000	.....	46,057	5	2,000
Lake Erie & Western R.R. Co., 1st mtge. 1937	30,000	.....	36,150	5	1,500
Lake Erie & Western R.R. Co., 2nd mtge. 1941	32,000	.....	36,580	5	1,600
Lehigh & Hudson River Ry. Co., cons. mtge. 1917	10,000	.....	10,440	5	500
Lehigh & Hudson River Ry. Co., 1st mtge. 1911	15,000	.....	15,137	5	750
Lehigh Valley Terminal Ry. Co., 1st mtge. 1941	30,000	.....	32,800	5	1,500
Lexington Ave. & Pavonia Ferry R.R. Co., 1st mtge. 1993	37,000	.....	44,614	5	1,850
Lockport Gas & Electric Light Co., 1st mtge. 1920	10,000	.....	10,450	5	500
Long Island R.R. Co. (North Shore branch) 1st cons. mtge. 1932	28,000	.....	31,128	5	1,400
Long Island City & Flushing R.R. Co., 1st cons. mtge. 1937	20,000	.....	23,330	5	1,000
Louisville & Nashville R.R. Co., 1st mtge. 1937	15,000	.....	16,758	5	750
Metropolitan Street Ry. Co., gen. mtge. coll. trust (certif. of deposit) 1997	30,000	.....	35,144	5	.....
Milwaukee Electric R.R. & Lighting Co., 1926	10,000	.....	10,700	5	500
Minneapolis, St. Paul & Suburban R.R. Co., 1st mtge. 1924	10,000	.....	11,075	5	500
Missouri Pacific Ry. Co., 1st mtge. 1917	30,000	.....	32,550	5	1,500
Missouri Pacific Ry. Co., 1st coll. 1920	30,000	.....	31,374	5	1,500
Monongahela River R.R. Co., 1st mtge. 1919	32,000	.....	35,270	5	1,600
Montana Central R.R. Co., 1st mtge. 1937	10,000	.....	11,437	5	500
Montauk Extension R.R. Co., 1st mtge. 1945	3,000	.....	3,450	5	150
Nashville, Chattanooga & St. Louis Ry. Co., 1st cons. 1928	46,000	.....	52,416	5	2,300
Nassau Electric R.R. Co., 1st mtge. 1944	7,000	.....	8,045	5	350
New Amsterdam Gas Co., 1st cons. mtge. 1948	45,000	.....	48,763	5	2,250
New York & East River Gas Co., 1st mtge. 1944	23,000	.....	26,160	5	1,150
New York & East River Gas Co., cons. 1945	33,000	.....	36,755	5	1,650
New York & Greenwood Lake Ry. Co. (prior lien) 1946	17,000	.....	19,523	5	850
New York & Rockaway Beach R.R. Co., 1st mtge. 1927	37,000	.....	42,219	5	1,850
New York, Brooklyn & Manhattan Beach R.R. Co., 1st cons. mtge. 1935	14,000	.....	15,199	5	700
New York, Lackawanna & Western R.R. Co., cons. mtge. 1923	15,000	.....	17,775	5	750
New York, Susquehanna & Western R.R. Co., 1st mtge. 1943	16,000	.....	18,588	5	800
Norfolk Terminal & Transportation Co., 1st mtge. 1948	8,000	.....	8,820	5	400
North Hudson County Ry. Co., cons. mtge. 1928	27,000	.....	29,455	5	1,350
Oregon Short Line R.R. Co., 1st cons. mtge. 1946	50,000	.....	56,794	5	2,500
Oswego & Syracuse R.R. Co. (guar. const.) 1923	3,000	.....	3,393	5	150
Pacific of Missouri R.R. Co., 2nd mtge. ext. 1938	36,000	.....	40,740	5	1,800
Pacific of Missouri R.R. Co., real estate ext. 1938	31,000	.....	36,160	5	1,550
Pittsburgh, Shenango & Lake Erie R.R. Co., 1st mtge. 1940	20,000	.....	23,950	5	1,000
Pittsburgh, Shenango & Lake Erie R.R. Co., cons. 1st mtge. 1943	17,000	.....	19,261	5	850
St. Louis & San Francisco R.R. Co., gen. mtge. 1931	32,000	.....	36,122	5	1,600
St. Louis, Iron Mountain & Southern Ry. Co. (gen. cons. ry. and land grant) 1931	34,000	.....	39,189	5	1,700
St. Paul & Duluth R.R. Co., 2nd mtge. 1917	14,000	.....	15,110	5	700
St. Paul City Ry. Co., cons. mtge. 1937	41,000	.....	44,677	5	2,050
Second Ave. R.R. Co., 1st cons. mtge. (certif. of deposit) 1948	50,000	.....	58,460	5	.....
Southern Ry. Co., 1st cons. mtge. 1994	10,000	.....	10,613	5	500
Southern Boulevard R.R. Co., 1st mtge. 1945	20,000	.....	22,400	5	1,000
Southern Pacific Ry. of California, 1st cons. 1937	18,000	.....	20,970	5	900
Terminal R.R. Association of St. Louis, 1st mtge. 1944	30,000	.....	34,581	5	1,500
Toledo & Ohio Central Ry., 1st mtge. 1935	30,000	.....	34,543	5	1,500
Union Ry. Co., 1st mtge. 1942	26,000	.....	30,020	5	1,300
Virginia Midland Ry. Co. (6th series) 1931	15,000	.....	17,137	5	750
Wabash R.R. Co., 1st mtge. 1939	20,000	.....	20,845	5	1,000
Western Union Telegraph Co., coll. trust 1938	30,000	.....	32,907	5	1,500
Wheeling & Lake Erie R.R. Co., 1st mtge. 1926	40,000	.....	45,900	5	2,000
Yonkers R.R. Co., 1st mtge. 1946	11,000	.....	11,990	5	550
Belleville & Carondelet R.R. Co., 1st mtge. 1923	27,000	.....	34,689	6	1,620
Brooklyn & Montauk R.R. Co., 1st mtge. 1911	20,000	.....	23,550	6	1,200
Chesapeake & Ohio R.R. Co., 1st mtge. 1911	30,000	.....	35,111	6	1,800
Chicago & St. Louis R.R. Co., 1st mtge. 1915	6,000	.....	7,320	6	360

TABLE 603: STOCKS, FUNDED DEBT, AND OTHER PERMANENT INVESTMENTS, EXPRESS COMPANIES, JUNE 30, 1910 (*concluded*).

The figures given are for the company as a whole; they are not segregated according to state lines; the figures are shown to the nearest dollar only.

Investment.	Par value of amount held.		Book value.	Rate of dividend or interest.	Income.
	Unpledged.	Pledged.			
United States (*concluded*):				%	
Funded debt owned (*concluded*):					
Lake Gas Co., 1st mtge. 1915	$3,000	.....	$3,360	6	$180
Lehigh Valley R.R. Co., perpetual	75,000	.....	107,412	6	4,500
Long Island City & Flushing R.R. Co., 1st mtge. 1911	20,000	.....	23,300	6	1,200
Madison Gas & Electric Co., 1st mtge. 1926	5,000	.....	5,487	6	300
Mobile & Ohio R.R. Co., 1st mtge. 1927	25,000	.....	31,483	6	1,500
Montana Central R.R. Co., 1st mtge. 1937	5,000	.....	6,425	6	300
New York, Lake Erie & Western Docks & Improvement Co., 1st mtge. 1913	24,000	.....	28,580	6	1,440
Peoples Gas Light & Coke Co., Chicago, cons. mtge. 1943	20,000	.....	24,200	6	1,200
Richmond & Danville R.R. Co., cons. mtge. 1915	9,000	.....	10,330	6	540
Rochester & Pittsburgh R.R. Co., cons. 1st mtge. 1922	10,000	.....	12,825	6	600
St. Paul & Northern Pacific Ry. Co., reg. gen. mtge. land grant 1923	10,000	.....	12,763	6	600
St. Paul Gas Light Co., 1st mtge. 1915	6,000	.....	6,955	6	360
Southern Pacific Ry. Co. of California, 1st mtge. 1912	25,000	.....	28,570	6	1,500
Spokane Falls & Northern Ry. Co., 1st mtge. 1939	20,000	.....	24,863	6	1,200
Tennessee Coal & Iron R.R. Co. (Birmingham division) 1st cons. mtge. 1917	25,000	.....	25,816	6	1,500
Tennessee Coal & Iron R.R. Co. (Tennessee division) 1st cons. mtge. 1917	11,000	.....	10,230	6	660
Indianapolis & St. Louis R.R. Co., series " C," 1st mtge. 1919	1,000	.....	1,375	7	70
Indianapolis & St. Louis R.R. Co., series " B," 1st mtge. 1919	6,000	.....	8,250	7	420
Nashville, Chattanooga & St. Louis Ry. Co., 1st mtge. 1913	30,000	.....	38,400	7	2,100
Edison Electric Illuminating Co., 1910	32,500	.....	.....	.....	1,067
Ohio & West Virginia Ry. Co., 1910	25,000	.....	.....	.....	1,458
Territory of Hawaii, 1918	50,000	.....	.....	.....	1,467
Norfolk & Washington Steamboat Co., 1925	6,000	.....	.....	.....	275
Midland R.R. Co. of New Jersey, 1910	20,000	.....	.....	.....	967
Cleveland, Lorain & Wheeling Ry. Co., 1933	20,000	.....	.....	.....	228
Adjustment in income account due to accrual June 30, 1909, on $50,000 5% bonds of Second Avenue R.R. Co., not collected during the year 1910	.....	.....	.....	.....	**3,592**
Totals	$3,884,000	.....	$4,230,626	.....	$182,070
Other permanent investments:					
Real estate in Chicago, Illinois	.....	.....	100,000	.....	7,500
Real estate in St. Paul, Minnesota	.....	.....	10,500	.....	1,479
Real estate in St. Louis, Missouri	.....	.....	12,266	.....	.....
Real estate in Toledo, Ohio	.....	.....	9,541	.....	180
Real estate in New York city	.....	.....	409,008	.....	*646*
Bond and mortgage, D. M. Hess	2,375	.....	2,375	4	103
Bond and mortgage, D. R. Hodgins	900	.....	900	4	51
Bond and mortgage, M. T. Jones	1,290	.....	1,290	5	52
Bond and mortgage, J. M. Tallman	1,500	.....	1,500	4	60
Bond and mortgage, Long Dock Co	45,000	.....	45,000	5	2,250
Mortgage and loans, United States Exp. Realty Co	2,751,652	.....	2,751,652	.....	117,868
Totals	$2,802,717	.....	$3,344,032	.....	$128,897
Total investments	$7,088,317	.....	$7,956,460	.....	$333,789
Canadian:					
Stocks owned, not in sinking or other funds:					
Intercolonial Express Co., common	$33,333	.....	$33,333	.....	.....
Grand total investments of express companies	$37,544,124	$30,207,900	$110,195,024	.....	$3,956,359

TABLE 604: COST OF REAL PROPERTY AND EQUIPMENT, EXPRESS COMPANIES, JUNE 30, 1910.

Amounts given are the total cost to June 30, 1910; for other assets see Table 603.
The figures given are for the corporation as a whole and are not segregated according to state lines. The figures are shown to the nearest dollar only.

Account.	American.	Adams.	Wells Fargo.	United States.	Canadian.	National.
Real estate used in operation	$7,448,571	$3,922,186	$734,818	$1,366,105	$260,200	.....
Buildings and fixtures used in operation			1,207,555	169,873	.....	.....
Equipment:						
Cars	.....	.....	380,169	.....	.....	.....
Horses	870,342	597,671	558,048	443,733	43,489	$8,508
Vehicles	601,791	835,460	485,567	332,008	51,704	7,920
Other equipment	1,020,274	1,052,713	885,783	462,977	55,475	12,747
Total	$9,940,977	$6,408,031	$4,251,939	$2,774,695	$410,868	$29,175

TABLE 605: FUNDED DEBT, EXPRESS COMPANIES, JUNE 30, 1910.

The Adams Express Company is the only company reporting funded debt. The amount outstanding represents a distribution of surplus to the shareholders and covers securities placed in trust against which were issued 4 per cent collateral trust bonds, a statement of which follows. The securities placed in trust as collateral may be withdrawn from the trustee at any time provided other securities of equivalent market value are given to the trustee in exchange. The securities in trust June 30, 1910, are included in Table 603 with "Pledged securities".

Date.		Total par value authorized.	Par value outstanding.	Total par value held by the company.	Total par value not held by the company.	Interest accrued during year.	Interest paid during year.
Nominal issue.	Maturity						
1898	1948	$12,000,000	$12,000,000	$3,545,500	$8,454,500	$351,063	$357,673
1907	1947	24,000,000	24,000,000	11,630,200	12,369,800	509,518	512,000
Total		$36,000,000	$36,000,000	$15,175,700	$20,824,300	$860,581	$869,673

TABLE 606: CAPITAL STOCKS, EXPRESS COMPANIES, JUNE 30, 1910.

Only Wells Fargo and Company and the Canadian Express Company are corporations; the other companies are voluntary unincorporated associations, but for convenience the particulars reported by each concerning their shareholders' interests are shown under the head of capital stocks.

	Number shares authorized.	Par value.	Total par value authorized.	Total par value outstanding.	Total par value held by the company.	Total par value not held by the company.	Dividends declared.
American Express Co	180,000	$100	$18,000,000	$18,000,000	$340,000	$17,660,000	$2,119,200
Adams Express Co	[1] 120,000	[1]	[1]	[1]	[1]	[1]	1,213,680
Wells Fargo and Co	[2] 240,000	100	24,000,000	24,000,000	32,600	23,967,400	[3] 25,598,370
United States Express Co	100,000	100	10,000,000	10,000,000	.....	10,000,000	600,000
Canadian Express Co	[4] 30,000	100	3,000,000	1,705,200	.....	1,705,200	[4] .....
National Express Co	[5] 5,000	100	500,000	500,000	.....	500,000	[5] 147,656

[1] No par value given. Total number of shares outstanding June 30, 1910: held by the company, 18,960; not held by the company, 101,040. [2] Increase of 159,674 shares issued during year. [3] Includes dividends of $24,000,000 declared December 23, 1909, from the accumulated profits and investments of the company since its organization to that date. [4] Stock held in trust by directors for the Grand Trunk Railway Company of Canada, and all profits from operation turned over to that company. [5] Shares to the value of $475,000 are held by the American Express Company, and $25,000 by directors and others connected with that company; 6 per cent dividends were paid to holders other than the American Express Company, and that company received the remainder of the total dividend declared.

TABLE 607: MILEAGE COVERED, EXPRESS COMPANIES, JUNE 30, 1910.

The mileage given is for the entire territory covered by each express company, and the mileage operated by each in the State of New York. In cases of steam and electric roads the single track mileage is given; for other carriers the actual distances between termini.

L.No.	Carriers.	American.	Adams.	Wells Fargo.	United States.	Canadian.	National.	L.No.
1	Steam roads	52,889	32,873	44,047	28,815	6,298	1,422	1
2	Electric lines	573	245	1,651	3,205	66	70	2
3	Steamboat lines	2,066	3,304	461	751	735	148	3
4	Stage lines	23	73	708	.....	27	.....	4
5	Miscellaneous lines	12	.....	3,205	.....	2	.....	5
6	Total in United States	55,564	36,495	50,072	32,771	7,128	1,640	6
7	Ocean-going miles	68,284	.....	9,397	.....	2,630	.....	7
8	Mileage in foreign countries	6,022	.....	1,451	.....	.....	.....	8
9	Steam roads in State of New York	3,845	1,065	998	1,330	26	974	9
10	Electric lines in State of New York	106	4	44	58	.....	70	10
11	Steamboat lines in State of New York	327	.....	90	.....	.....	148	11
12	Stage lines in State of New York	.....	3	1	.....	.....	.....	12
13	Miscellaneous lines in State of New York	2	.....	.....	.....	.....	.....	13
14	Total in State of New York	4,280	1,072	1,133	1,388	26	1,192	14

TABLE 608: INVENTORY VALUE OF EQUIPMENT, EXPRESS COMPANIES, JUNE 30, 1910.

The figures given show the inventories made for the purpose of adjusting the annual changes to operating expenses for replacement of property classed as equipment. The figures are shown to the nearest dollar only.

Class of equipment.	American.		Adams.		Wells Fargo.		United States.		Canadian.		National.	
	Number of units.	Inventory value.	Number of units.	Inventory value.	Number of units.	Inventory value.	Number of units.	Inventory value.	Number of units.	Inventory value.	Number of units.	Inventory value.
Automobiles	24	$70,868	236	$359,000	7	$15,900	50	$62,300	.....	.....	.....	.....
Cars	.....	.....	.....	.....	124	380,169	.....	.....	.....	.....	.....	.....
Car safes (stationary)	147	49,921	183	15,475	142	27,653	249	93,375	2	$375	5	$1,476
Double wagons	977½	200,361	805	177,070	746	212,950	715	124,045	30	7,814	6	673
Single wagons	2,703½	297,906	2,609	326,465	1,499	246,360	1,636	138,293	273	32,785	69	6,314
4-wheel trucks	5,268½	94,934	7,381	149,022	5,829	137,662	3,788	60,181	619	12,700	96	1,263
Sleighs	1,337½	32,656	558	14,355	318	10,358	395	7,370	194	11,105	56	933
Horses, etc	5,504	870,342	4,202	623,772	3,709	558,048	3,643	443,733	285	43,489	67	8,508
Stable equipment	.....	74,629	.....	169,469	.....	85,686	.....	59,475	.....	5,866	.....	607
Messengers' safes	3,819	53,403	2,613	39,095	2,179	39,348	1,922	14,482	295	11,377	116	1,417
Messengers' packing trunks	3,571½	31,184	5,391	53,900	10,962	57,139	2,241	20,169	354	6,864	6	30
Office furniture	.....	270,315	.....	329,552	.....	214,814	.....	90,260	.....	8,222	.....	3,934
Office safes	2,657½	120,831	1,549	116,369	2,083	138,607	1,592	53,195	201	10,000	53½	1,726
Other equipment	.....	325,056	.....	70,413	.....	184,875	.....	71,840	.....	70	.....	2,294
Total	.....	$2,492,406	.....	$2,443,957	.....	$2,309,566	.....	$1,238,718	.....	$150,668	.....	$29,175

TABLE 609: OPERATING REVENUES, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1910.

The figures given are for the corporation as a whole and are not segregated according to state lines. The figures are shown to the nearest dollar only.

L.No.	Accounts.	American.	Adams.	Wells Fargo.	United States.	Canadian.	National.	L.No.
1	Express revenues	$35,167,561	$31,631,433	$26,716,964	$17,433,839	$2,342,891	$1,180,336	1
2	Miscellaneous transportation revenues	.....	.....	3,496	.....	21,491	.....	2
3	Total revenues from transportation	$35,167,561	$31,631,433	$26,720,460	$17,433,839	$2,364,382	$1,180,336	3
	Revenues from operation other than transportation:							
4	Custom-house brokerage fees	$86,079	.....	$26,515	$13,122	$912	$4,417	4
5	Order and commission department	.....	.....	3,681	.....	.....	.....	5
6	Rents of buildings and other property	42,426	$148	8,756	14,582	.....	.....	6
7	Money orders, domestic	227,477	38,689	149,214	73,779	29,505	.....	7
8	Money orders, foreign	1,266	.....	643	1,357	.....	.....	8
9	Travelers' cheques, domestic	6,091	.....	14,324	1,040	.....	.....	9
10	Travelers' cheques, foreign	46,869	.....	.....	1,129	921	.....	10
11	C. O. D. checks	250,472	131,674	231,049	132,811	14,387	.....	11
12	Telegraphic transfers	3,732	.....	5,760	946	10	.....	12
13	Letters of credit	4,352	.....	.....	273	.....	.....	13
14	Other revenues, financial department	485,836	.....	12,817	17,009	.....	.....	14
15	Miscellaneous revenues	146,287	9,027	5,434	.....	3,695	428	15
16	Total revenues from operation other than transportation	$1,300,886	$179,538	$458,192	$256,049	$49,430	$4,845	16
17	Gross receipts from operations	$36,468,447	$31,810,971	$27,178,652	$17,689,888	$2,413,812	$1,185,181	17
18	Express privileges, Dr	16,677,941	16,494,960	12,866,364	8,308,220	1,160,895	457,194	18
19	Total operating revenue	$19,790,506	$15,316,010	$14,312,288	$9,381,668	$1,252,917	$727,987	19
20	Ratio of payments for express privileges to gross receipts	45.7	51.8	47.3	47.0	48.1	38.6	20

TABLE 610: OPERATING EXPENSES, EXPRESS COMPANIES, YEAR ENDED JUNE 30, 1910.

The classification of operating expenses is that prescribed by the Interstate Commerce Commission; the figures given are for the corporation as a whole and are not segregated according to state lines. The figures are shown to the nearest dollar only.

L.No.	Expense account.	American.	Adams.	Wells Fargo.	United States.	Canadian.	National.	L.No.
	Maintenance:							
1	Superintendence	$8,783	$9,835	$2,936	.....	.....	$185	1
2	Buildings, fixtures, and grounds	445,358	43,392	38,395	$45,829	.....	.....	2
3	Office equipment	80,334	159,240	11,951	21,877	$1,075	487	3
4	Cars, repairs	.....	.....	68,731	.....	.....	.....	4
5	Cars, renewals	.....	.....	.....	.....	.....	.....	5
6	Cars, depreciation	.....	.....	17,028	.....	.....	.....	6
7	Horses	150,170	117,758	63,510	87,433	1,825	1,998	7
8	Vehicles, repairs	167,073	352,859	101,007	141,297	8,766	2,296	8
9	Vehicles, renewals	37,188	60,774	10,470	26,048	715	1,083	9
10	Stable equipment	50,600	75,854	61,556	22,074	1,521	911	10
11	Transportation equipment	13,493	26,904	53,538	11,155	768	178	11
12	Other expenses	28	602	.....	.....	.....	.....	12
13	Maintaining joint facilities, Dr	6,837	9,649	3,412	.....	.....	4,661	13
14	Maintaining joint facilities, Cr	*9,505*	*22,470*	*3,397*	.....	.....	*653*	14
	Total maintenance expenses	$950,359	$834,397	$429,137	$355,713	$14,670	$11,146	
	Traffic expenses:							
15	Superintendence	$123,038	$44,697	$59,718	$39,270	$3,510	.....	15
16	Outside agencies	76,628	.....	67,551	48,626	3,753	.....	16
17	Advertising	15,472	1,699	9,688	8,282	1,492	$5	17
18	Traffic associations	17,589	12,077	12,239	13,819	1,015	.....	18
19	Stationery and printing	21,895	22,579	39,244	45,540	2,260	.....	19
20	Other expenses	7	87	36	.....	.....	.....	20
	Total traffic expenses	$254,629	$81,139	$188,476	$155,537	$12,030	$5	
	Transportation expenses:							
21	Superintendence	$833,600	$277,446	$534,609	$293,693	$35,210	$18,587	21
22	Office employees	3,935,156	3,821,382	2,636,313	1,934,378	202,585	111,643	22
23	Commissions	1,380,217	1,078,316	1,653,534	1,084,427	250,023	34,402	23
24	Wagon employees	2,386,927	2,213,763	1,359,965	1,266,550	100,275	59,151	24
25	Office supplies and expenses	492,843	337,319	247,688	217,771	17,739	9,373	25
26	Rent of local offices	707,091	533,519	318,269	354,715	29,631	13,930	26
27	Stable employees	367,532	284,814	166,406	222,212	8,164	4,614	27
28	Stable supplies and expenses	1,390,001	1,217,484	736,009	946,920	67,034	42,542	28
29	Train employees	1,159,555	812,600	1,028,239	618,301	105,543	47,611	29
30	Train supplies and expenses	39,128	21,890	70,899	4,789	714	1,076	30
31	Transfer employees	889,516	.....	222,317	434,874	22,762	31,655	31
32	Transfer expenses	68,728	.....	25,171	21,825	.....	128	32
33	Stationery and printing	264,299	241,786	290,463	212,975	18,007	5,994	33
34	Loss and damage, freight	392,025	375,874	193,471	172,970	11,716	7,365	34
35	Loss and damage, money	7,090	15,448	15,298	8,359	13,303	.....	35
36	Damage to property	7,539	4,753	3,211	2,379	26	109	36
37	Injuries to persons	78,692	10,935	36,178	15,418	764	572	37
38	Other expenses	8,658	10,160	20,012	236	.....	42	38
39	Operating joint facilities, Dr	304,759	260,064	113,284	.....	.....	217,068	39
40	Operating joint facilities, Cr	*394,708*	*229,306*	*113,110*	.....	.....	*67,866*	40
	Total transportation expenses	$14,318,648	$11,288,247	$9,558,226	$7,812,792	$883,495	$537,996	
	General expenses:							
41	Salaries and expenses of general officers	$187,879	$191,509	$74,383	$101,155	$20,978	$2,714	41
42	Salaries and expenses of clerks and attendants	800,419	393,095	511,705	289,286	33,164	11,409	42
43	General office supplies and expenses	88,065	81,226	45,679	30,022	9,890	1,415	43
44	Law expenses	88,715	90,289	33,736	44,355	2,210	1,048	44
45	Insurance	64,473	75,544	34,146	18,694	3,957	220	45
46	Pensions	82,536	13,962	14,944	3,673	.....	3,505	46
47	Stationery and printing	15,800	13,314	29,414	11,378	6,375	20	47
48	Other expenses	*16,901	20,759	29,715	18,815	910	10,358	48
49	General administration joint facilities, Dr	.....	750	.....	.....	.....	3,900	49
50	General administration joint facilities, Cr	*3,933*	*593*	.....	.....	.....	.....	50
	Total general expenses	$1,340,855	$879,855	$773,722	$517,378	$77,484	$34,589	
	Total operating expenses	$16,864,491	$13,083,638	$10,949,561	$8,841,420	$987,679	$583,736	
	Percentage of operating expenses:	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	
51	Maintenance	5.64	6.38	3.92	4.02	1.48	1.91	51
52	Traffic expenses	1.51	.62	1.72	1.76	1.22	.....	52
53	Transportation expenses	84.90	86.28	87.29	88.37	89.45	92.16	53
54	General expenses	7.95	6.72	7.07	5.85	7.85	5.93	54
	Total	100.00	100.00	100.00	100.00	100.00	100.00	
55	Operating ratio	85.22	85.42	76.50	94.24	78.83	80.18	55

EXPRESS COMPANIES, MISCELLANEOUS INFORMATION

Abstracts from annual reports of express companies for year ended June 30, 1910, showing certain data not included in the foregoing tables:

AMERICAN EXPRESS COMPANY

Organization: This company is not a corporation, but a voluntary partnership or association of individuals organized under articles of agreement between its members under the common law of the State of New York. Dates of organization were March 18, 1850, and November 15, 1859. The American Express Company and the Merchants Union Express Company were merged into one company named the American Express Company by articles of merger and association dated November 25, 1868, and amendments thereto. Each of the constituent companies was an unincorporated association organized under laws of State of New York.

The New England Dispatch Company, a corporation organized under laws of Massachusetts, was acquired by the American Express Company in 1891 by purchase of its entire capital stock. While its corporate existence is maintained it has not conducted any business of its own for many years, and its earnings and expenses are merged into and included in those of the American Express Company.

Directors: The directors are James C. Fargo, Lewis Cass Ledyard, Francis F. Flagg, Charles G. Clark, Cornelius Vanderbilt, Charles M. Pratt, John H. Bradley, J. Horace Harding, all of New York city; and Wm. H. Seward of Auburn, N. Y.

Principal office: 65 Broadway, New York city.

Principal officers: President, James C. Fargo; First General Vice-president, Lewis Cass Ledyard; General Vice-president, Francis F. Flagg; Vice-president in charge of real estate and securities, Charles G. Clark; Secretary, Wm. H. Seward; Vice-president and Treasurer, James F. Fargo; Vice-president and General Traffic Manager, John H. Bradley; Comptroller, Wm. E. Powelson.

Controlled companies: Through ownership of a majority interest (97 per cent) this company controls the National Express Company, an unincorporated association; and through ownership of stock (100 per cent) it controls the New England Dispatch Company, and the Westcott Express Company (90 per cent), both being active corporations. The Vickers Express Company, Limited, an inactive corporation, is also controlled through the ownership of stock (75 per cent). The New England Dispatch Company, a corporation under the laws of Massachusetts, was acquired in 1891 through purchase of its entire capital stock, and has not for many years transacted any express business of its own, except that now carried on between Boston and points in New York city south of 59th street, and between Worcester, Mass., and same points, in competition with the New York and Boston Despatch Express Company, operated between New York and Boston by a boat line to Providence or Fall River, and thence by railroad to Boston.

Shareholders: The number of shareholders of record on June 30, 1910, was 3903.

Lines operated: The steam railroads over whose lines in the State of New York this company operated on June 30, 1910, are as follows: Adirondack and St. Lawrence railroad: DeKalb Junction to Hermon, N. Y.; Boston and Maine railroad: Albany and Troy to Boston, Mass.; Buffalo and Susquehanna railway: Addison, N. Y., to Sagamore, Penna.; Buffalo, Rochester and Pittsburgh railway: Buffalo, N. Y., to Pittsburgh, Penna.; Carthage and Copenhagen railroad: Carthage to Copenhagen, N. Y.; Catskill Mountain railway: Catskill to Palenville, N. Y.; Central Vermont railroad: Burlington, Vt., to Rouses Point, N. Y.; Cranberry Lake railroad: Wanakena to Benson Mines, N. Y.; Delaware and Eastern railway: East Branch to Arkville, N. Y.; Delaware and Hudson: Saranac Lake to Lake Placid, N. Y.; Dunkirk, Allegheny Valley and Pittsburgh railroad: Dunkirk, N. Y., to Titusville, Penna.; Fonda, Johnstown and Gloversville railroad: Fonda to Northville, N. Y.; Grand Trunk railway: main line between Suspension Bridge, N. Y., Port Haven, Mich., and Detroit, Mich., and all lines in Michigan; Jamestown, Chautauqua and Lake Erie railway: Jamestown to Westfield, N. Y.; Lake Shore and Michigan Southern railway: Buffalo, N. Y., to Chicago, Ill.; Little Falls and Dolgeville railroad: Little Falls to Dolgeville, N. Y.; Lowville and Beaver River railroad: Lowville to Croghan, N. Y.; Michigan Central railroad: Buffalo, N. Y., to Chicago, Ill.; Newburgh, Dutchess and Connecticut railroad (Central New England Railway Co., lessee): Dutchess Junction to Millerton, N. Y.; New York and Ottawa railway: Tupper Lake, N. Y., to Cornwall, Ont.; New York, Auburn and Lansing railroad: Auburn to Ithaca, N. Y.; New York Central and Hudson River system, lines east of Buffalo: New York to Buffalo, N. Y.; New York, Chicago and St. Louis railroad: Buffalo, N. Y., to Chicago, Ill.; Norwood and St. Lawrence railroad: Raymondville to Waddington, N. Y.; Raquette Lake railroad: Clear Water to Raquette Lake, N. Y.; Rutland railroad between White Creek, N. Y., and Burlington, Vt.; also Rouses Point and Mooers Junction, N. Y.; St. Lawrence and Adirondack railway: Malone, N. Y., to Montreal, Que.; Silver Lake railway: Silver Springs to Perry, N. Y.; Skaneateles railroad: Skaneateles Junction to Skaneateles, N. Y.; Ulster and Delaware railroad: Rondout to Oneonta, N. Y.

The electric railroad lines operated over in New York state are as follows: Albany Southern railroad: Hudson to Albany, N. Y.; Buffalo and Lake Erie Traction: Dunkirk to Fredonia, N. Y.; Chautauqua Traction: Jamestown to Westfield, N. Y.; Jamestown Street railway: Jamestown to Falconer, N. Y.; Lewiston and Youngstown Frontier railway: Lewiston to Youngstown, N. Y.; Lima-Honeoye Electric Light and Railroad: Honeoye Falls to Lima, N. Y.; Niagara Gorge railroad: Niagara Falls to Lewiston, N. Y.; Orange County Traction: Newburgh to Walden, N. Y.

The steamboat lines operated over, all or part of whose lines was within the State of New York, are as follows: Catskill and New York Steamboat Co.: New York to New Baltimore, N. Y.; Central Hudson Steamboat Co.: New York to Troy, N. Y.; Lake Ontario and Bay of Quinte Steamboat Co.: Charlotte, N Y., to Coburg, Ont.; Northport Steamboat Co.: New York to Northport, N. Y.; St. Lawrence River Steamboat Co.: Cape Vincent, N. Y., to Kingston, Ont.; Thousand Island Steamboat Co.: Clayton to Alexandria Bay, N. Y.

The ferries operated over are as follows: Canadian Pacific Car and Passenger Transfer Co., Ltd.: Ogdensburg, N. Y., to Prescott, Ont.; Coxsackie Ferry: Coxsackie to Coxsackie Village, N. Y.

Changes in routes in New York state: The only line acquired during the year was an extension from Raymondville to Waddington, N. Y., on the Norwood and St. Lawrence railroad (steam).

Number of offices: The number of express offices in the United States June 30, 1910, was 7108. The number of offices in the United States at which money orders were on sale June 30, 1910, was 6763.

ADAMS EXPRESS COMPANY

Organization: The Adams Express Company is a joint stock association formed by voluntary agreement under the common law of the State of New York; it was organized July 1, 1854, and is not a consolidated company.

Managers: The managers are Wm. M. Barrett, Charles Steele, Basil W. Rowe, Geo. F. Baker, Wm. D. Guthroe, Joseph Zimmerman, all of New York city, and Wm. H. Damsel of Chicago, Ill.

The managers were appointed by the articles of association. There has never been a meeting for the election of managers.

Principal office: New York city.

Principal officers: President, Wm. M. Barrett; Vice-president in charge of Western department, Wm. H. Damsel; Vice-president dent and Treasurer, Basil W. Rowe; Secretary, Horatio H. Gates; General Auditor, Henry G. Waters.

Controlled companies: This company controls through stock ownership The Dodd and Childs Express Company, New York and Boston Despatch Express Company, New England Express Company, Manhattan Delivery Company, Morris European and American Express Company, all of which are active corporations.

Shareholders: The total number of shareholders May 16, 1910, the date of the last closing of the stock-book, was 2924.

Lines operated: The steam railroads over whose lines this company operated within the State of New York on June 30, 1910, are as follows: Central New England railway: Hartford, Conn., to Campbell Hall, N. Y.; New York, New Haven and Hartford railroad: New York to Boston, and branches; New York, Ontario and Western railroad: Weehawken, N. J., to Oswego, N. Y., Rome N. Y., and adjacent points; Northern Central railroad: Mt. Carmel, Penna., to Sodus Point, N. Y., and adjacent points; Pennsylvania Lines, East: New York to Pittsburgh, New Castle, Erie, Buffalo.

The electric railroad line operated over is that of the New Paltz, Highland and Poughkeepsie Traction Company: New Paltz to Lloyd, N. Y.

The stage line operated over is that of J. S. Cochran: Bartow to City Island, N. Y.

The company also operated over certain steamboat lines radiating from New York city as follows: New England Navigation Co.: New York to Norwich, Conn., Fall River, Mass., and adjacent points; New York, New Haven and Hartford railroad, Boat: Harlem River to Jersey City.

During the year there were no operations over steam or electric lines abandoned by this company, nor were any new lines acquired within the State of New York.

The steamboat lines: Starin Line, and New England Navigation Co., operating between New York city and New Haven, etc., were abandoned during the year.

Number of offices: The number of express offices in the United States, June 30, 1910, was 5873. The number of offices in the United States at which money orders were on sale June 30, 1910, was 3753.

WELLS FARGO AND COMPANY

Organization: This corporation was organized as the Holladay Overland Mail and Express Company, February 5, 1866, and the name was later changed to Wells Fargo and Company, such change being formally approved by an act of the legislature of the Territory of Colorado, January 26, 1872. The original organization of the Holladay Overland Mail and Express Company was by an act entitled "An Act to incorporate the Holladay Overland Mail and Express Company". That company was a consolidation of various interests, as follows: The Pioneer Stage Company, The Overland Mail and Express Company, and Wells Fargo and Company. The Wells Fargo and Company here mentioned as being merged into the Holladay Overland Mail and Express Company was a joint stock association organized under the laws of New York in March, 1852.

Directors: The directors are John J. McCook, F. D. Underwood, W. V. S. Thorne, A. K. VanDewenter, H. W. DeForest, F. V. S. Crosby, Wm. Mahl, Chas. A. Peabody, Paul M. Warburg, Richard Delafield, E. A. Stedman, all of New York city; and H. E. Huntington and W. F. Herrin of San Francisco, Cal.

Principal officers: President, none; Vice-president and General Manager in charge of Atlantic department, E. A. Stedman; Vice-president and General Manager in charge of Central department, R. A. Wells; Vice-president and General Manager in charge of Pacific department, A. Christeson; Secretary and Treasurer, A. W. Zimmerman; General Counsel, C. W. Stockton; General Auditor, Richard Burr; Traffic Manager, J. D. Ludlow.

Principal office: New York city.

Controlled companies: This corporation controls, by ownership of 92 per cent of the capital stock, the Wells Fargo and Company's Bank of New York city, which is an active corporation; it also controls by ownership of entire capital stock the Knickerbocker Express Company, an inactive corporation.

Stockholders: The number of stockholders of record August 13, 1908, the date of the last closing of the stock-book, was 1484.

Lines operated: The steam railroads over whose lines in the State of New York this company operated on June 30, 1910, are as follows: Bath and Hammondsport railroad: Bath to Hammondsport, N. Y.; Dansville and Mt. Morris railroad: Mt. Morris to Dansville, N. Y.; Erie railroad: New York to Salamanca, N. Y.; Suffern to Sparkill, N. Y.; Greycourt to Vail's Gate Junction, N. Y.; Newburgh Junction to Newburgh, N. Y.; Goshen to Montgomery, N. Y.; Goshen to Pine Island, N. Y.; Middletown to Pine Bush, N. Y.; Elmira, N. Y., to Hoytville, Penna.; Carrollton, N. Y.; to Johnsonburg, Penna.; Painted Post to Rochester, N. Y.; Avon to Attica, N. Y.; Avon to Mt. Morris, N. Y.; Conesus Lake Junction to Lakeville, N. Y.; Hornell to Buffalo, N. Y.; East Buffalo to Suspension Bridge, N. Y.; Buffalo to Jamestown, N. Y.; Salamanca to Dunkirk, N. Y.; New York and Greenwood Lake railway: New York to Coopers, N. J.; New York, Pennsylvania and Ohio railroad: Salamanca, N. Y., to Marion, Ohio; Kanona and Prattsburgh railway: Kanona to Prattsburgh, N. Y.; Lehigh and Hudson River railway: Maybrook, N. Y., to Easton, Penna.; Lehigh and New England railroad: Pine Island Junction, N. Y., to Augusta, N. J.; Glenwood Junction, N. Y., to Glenwood, N. J.; New Jersey and New York railroad: Jersey City, N. J., to New City, N. Y.; Spring Valley to Haverstraw, N.Y.; Nanuet Junction to Spring Valley, N. Y.; New York and Pennsylvania railroad: Ceres to Canisteo, N. Y.; Northern railroad of New Jersey: Jersey City, N. J., to Nyack, N. Y.; New York, Susquehanna and Western railroad: New York to Plains, Penna.; Two Bridges, N. J., to Middletown, N. Y.

The electric railroad lines over which this corporation operated in New York state are as follows: Elmira and Seneca Lake Traction: Elmira to Watkins, N. Y.; Erie railroad: North Tonawanda to Lockport, N. Y.; Warren and Jamestown Street railway: Jamestown, N. Y., to Warren, Penna.

The steamboat lines operated over in New York state are that of the Bath and Hammondsport railway: Hammondsport to Penn Yan, N. Y.; and Cleveland and Buffalo Transit Co.: Cleveland, Ohio, to Buffalo, N. Y.

The company operates over one stage line, the Delaware Valley Transportation Company: Port Jervis, N. Y., to Milford, Penna.

There were no changes during the year in the routes operated over in New York state.

Number of offices: The number of express offices in the United States June 30, 1910, was 5100. The number of offices in the United States at which money orders were on sale June 30, 1910, was 4423.

UNITED STATES EXPRESS COMPANY

Organization: This is an unincorporated association organized in the State of New York April 22, 1854, not pursuant to any statute, general or special, but pursuant to an agreement among its members.

Directors: The directors are Francis L. Stetson, Frank H. Platt, Chauncey H. Crosby, Edward T. Platt, Albert B. Boardman, all of New York city.

Principal office: 2 Rector St., New York city.

Principal officers: President, temporarily vacant; Vice-president and General Manager, Chauncey H. Crosby; Secretary, Albert B. Boardman; Treasurer, Edward T. Platt; General Counsel, Frank H. Platt; Traffic Superintendent, M. T. Jones; General Auditor, J. L. Tate.

Controlled companies: This company controls through stock ownership the Borough Express Company and the United States Express Realty Company, both active corporations. The Borough Express Company is a local express operating within the Borough of Manhattan, New York city. Its capital stock is $5000, all of which is owned by the United States Express Company.

Shareholders: The number of shareholders of record April 30, 1910, the date of the last closing of the stock-book, was 1577.

Lines operated: The United States Express Company does not report the points between which its operations were carried on; the steam railroads over which it operated in New York state on June 30, 1910, are as follows: Delaware, Lackawanna and Western railroad; Genesee and Wyoming railroad; Lake Shore and Michigan Southern railway (occupied by United States Express Company and the American Express Company, doing both local and through business; the United States Express Company doing only through business between Buffalo, Cleveland, Sandusky, Toledo, Detroit, and Chicago); Lehigh and New England railroad; Lehigh Valley railroad: Pittsburg, Shawmut and Northern railroad; Staten Island Rapid Transit railway; and Unadilla Valley railroad.

The only electric railroad line in New York state over which it operates is the Otsego and Herkimer railroad.

There were no changes in routes in New York state reported during the year.

Number of offices: The number of express offices in the United States June 30, 1910, was 4559. The number of offices in the United States at which money orders were on sale was 4678.

CANADIAN EXPRESS COMPANY

Organization: A corporation organized under the laws of the Dominion of Canada in 1865.

Directors: The directors are Chas. M. Hays, E. H. Fitzhugh, W. Wainwright, M. M. Reynolds, Frank Scott, Hugh Paton, all of Montreal, Canada; and E. J. Chamberlin of Winnepeg, Manitoba.

Principal office: Montreal, Canada.

Principal officers: President, Chas. M. Hays; Vice-president and Manager, Jas. Bryce; Secretary and Treasurer, Frank Scott; General Counsel, W. Biggar; General Auditor, W. W. Williamson.

Controlled companies: This company by purchase of one-third interest exercises joint control over the International Express Company, an inactive corporation.

Stockholders: The total number of stockholders April 1, 1909, was 8, all holding in trust. These eight stockholders were the seven persons named above as directors and Sir C. Rivers-Wilson. All are officials of the Grand Trunk Railway Company of Canada and hold the stock in trust for that company; the Grand Trunk Railway Company of Canada therefore exercises sole control over the Canadian Express Company.

Lines operated: The only road operated over in New York state on June 30, 1910, was about 26 miles of the line of the Grand Trunk railway.

No changes in routes in New York state occurred during the year.

Number of offices: The number of express offices in the United States June 30, 1910, was 49. The number of offices at which money orders were on sale was 49.

NATIONAL EXPRESS COMPANY

Organization: The National Express Company is an unincorporated association organized under the common law of the State of New York, April 1, 1895, by the American Express Company, with a nominal capital of $500,000, of which $475,000 was issued in the inception to the American Express Company, the remaining $25,000 being subscribed for at par by directors and others connected with the American Express Company, under an agreement by which the American Express Company had a right to take over their shares at any time at actual cost. The only express business which it does on its own account is the express business on The Delaware and Hudson Company's railroad; Greenwich and Johnsonville railway; Grand Trunk railway between Rouses Point and Montreal and between Mooers Junction and Montreal; Keeseville, Ausable Chasm and Lake Champlain railroad; Middleburgh and Schoharie railroad; Hudson Navigation Company (Peoples Line steamers); and Schoharie Valley railroad; all other business carried on by said company being actually carried on by it as agent of the American Express Company and for its account. All the property which it received upon its organization was from the American Express Company in consideration of the issue of its stock to that company, excepting the cash distribution of $25,000 above mentioned from individual stockholders. Since the formation of this company the American Express Company has in one or two instances, upon the deaths of the individual stockholders, acquired their stock at cash under the option above mentioned.

Directors: The directors of the company are Johnston Livingston, Lewis Cass Ledyard, James C. Fargo, Francis F. Flagg, and William C. Fargo, all of New York city.

Principal office: 65 Broadway, New York city.

Principal officers: President, Johnston Livingston; Vice-president and Secretary, Lewis Cass Ledyard; Assistant Secretary and Treasurer, William C. Fargo; Comptroller, William E. Powelson; General Traffic Manager, John H. Bradley.

Controlled companies: None.

Shareholders: Stock-books are not closed, but on June 30, 1910, the total number of shareholders was 8. As before indicated, this company is controlled by the American Express Company through ownership of 97 per cent of the shares.

Lines operated: The steam railroads over whose lines this company operated within the State of New York on June 30, 1910, are as follows: The Delaware and Hudson Company: Albany to Binghamton and Scranton, Penna., Albany to Rouses Point and Rutland, and over all branches of the Delaware and Hudson system; Boston and Maine railroad: North Adams, Mass., to Rotterdam Junction, N. Y.; Central Vermont railroad: Burlington, Vt., to Rouses Point, N. Y.; Grand Trunk Railway: Rouses Point branch: Rouses Point, N. Y., to Montreal, Que.; Hemmingford branch: Mooers Junction, N. Y., to Brosseaus, Que.; Greenwich and Johnsonville railway: Johnsonville to Schuylerville, N. Y.; Middleburgh and Schoharie railroad: Middleburgh to Schoharie, N. Y.; New York Central and Hudson River railroad: Weehawken, N. J., to Albany, N. Y., and Troy, N. Y.; Rutland railroad: White Creek, N. Y., to Burlington, Vt.; Schoharie Valley railway: Schoharie to Schoharie Junction, N. Y.

The electric railroad lines operated over are the Keeseville, Ausable Chasm and Lake Champlain railroad (operated temporarily by steam): Port Kent to Keeseville, N. Y.; Hudson Valley railway: Albany to Warrensburgh, N. Y.

The only steamboat line operated over is the Hudson Navigation Company: New York city to Albany and Troy, N. Y.

Changes in routes in New York state: There was acquired during the year an operating agreement over the Hudson Valley railway between Troy and Warrensburgh, N. Y., 64 miles; service established September 13, 1909.

Number of offices: The number of express offices in the United States June 30, 1910, was 218. The number of offices at which money orders were sold is included in the report of the American Express Company, for the reason that all money orders sold by the National Express Company are sold entirely for account of the American Express Company.

SLEEPING AND DRAWING ROOM CAR COMPANY

THE PULLMAN COMPANY

Abstract of the first annual report of The Pullman Company to the Public Service Commission, Second District. This report covers the year ended July 31, 1910:

Organization: The company was organized July 15, 1867, under an act of the General Assembly, State of Illinois, approved February 22, 1867, as Pullman's Palace Car Company. Its name was changed to The Pullman Company and the number of its directors increased under the provisions of a general law of Illinois entitled "An Act relating to Corporations," approved April 10, 1872.

Directors: The directors are Robert T. Lincoln, John J. Mitchell, Chauncey Keep, and John S. Runnells of Chicago; and Henry C. Hulbert, Norman B. Ream, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb, and George F. Baker of New York.

Principal office: The principal office is in Chicago, Ill.

Principal officers: The principal officers are President, Robert T. Lincoln; Vice-president, John S. Runnells; Secretary, A. S. Weinsheimer; Treasurer, L. S. Taylor; Auditor, F. C. N. Robertson; General Manager, Richmond Dean; General Solicitor, F. B. Daniels; General Superintendent, L. S. Hungerford.

Stockholders: The number of stockholders of record on March 10, 1910, was 10,423.

Mileage operated: During the year ended July 31, 1910, the company conducted operations over a total railway mileage, single track, of 124,184 miles in the United States, Canada, and Mexico. Of this, 120,772 miles were operated under contracts with carriers by which the sole ownership of cars was vested in The Pullman Company, and 3412 miles were operated under contracts by which the ownership of cars was vested jointly in The Pullman Company and the carrier.

The following carriers having mileage in the State of New York are reported as having contracts for operation: Boston and Maine Railroad; Buffalo, Rochester and Pittsburgh Railroad Company; The Delaware and Hudson Company; The Delaware, Lackawanna and Western Railroad Company; Erie Railroad Company, Lehigh Valley Railroad Company, New York Central Lines, Cranberry Lake Railroad Company, New York, Ontario and Western Railway Company, Pennsylvania System, Ulster and Delaware Railroad Company, and The New York, New Haven and Hartford Railroad Company.

Operating contracts: All of the operations of The Pullman Company, except those over Northern Pacific Lines, are carried on under contracts by which, under varying terms and conditions, The Pullman Company furnishes the cars. With the Northern Pacific Railway Company, The Pullman Company is a party to an "Association contract," by the terms of which the Railway company furnishes the association with tourist sleeping cars and The Pullman Company pays the Railway company 6 per cent interest on one-half the value of the cars; The Pullman Company furnishes the equipment for such cars and collects from the Railway company 6 per cent interest on one-half the value of the equipment. The revenues and expenses of the operation of sleeping cars under the association contract are included in the revenues and expenses of The Pullman Company, and a proportion of the net income from such operation is paid to the Northern Pacific interests in the association.

Outside operations and other properties: The company reports four departments classed as outside operations, as follows:

Manufacturing department: building and repairing of cars.

Commissary department: operation of dining, buffet, and special cars owned either by The Pullman Company or by railroad companies.

Commissary department incidentals: operation of barber shops on trains.

Pullman Building, Chicago: rental of stores and rooms not needed by The Pullman Company.

In addition to the four departments above named the company reports the ownership of nineteen acres of land in the State of Illinois.

Controlled corporations: This company controls through ownership of the entire capital stock the Pullman Railroad Company, an active corporation. It also controls through direct ownership of securities the Union Palace Car Company, an inactive corporation; and through this latter company indirectly controls the Mann's Boudoir Car Company and the Woodruff Sleeping and Parlor Coach Company, both inactive corporations.

Capital stock: The capital stock is divided into 1,200,000 shares of par value of $100 each. The total par value nominally outstanding is $120,000,000, of which the company holds in its treasury, in its manufacturing department and in sinking or other funds, $3,388,840. The capital stock outstanding and not held by the company July 31, 1910, was $116,611,160. Regular dividends at the rate of 8 per cent were paid during the year, amounting to $8,798,996; also a stock dividend of 200,000 shares of stock at par. It is stated that this additional stock was issued for the purpose of representing in the capitalization of the company existing surplus assets to the extent of $20,000,000.

Funded debt: The Pullman Company has no funded debt.

Balance sheet: The balance sheet of the company on July 31, 1910, is shown below:

Assets Side:	
Cost of property and equipment	$99,920,182 90
Stocks owned	7,020,959 81
Funded debt owned	2,243,766 97
Lands owned	37,715 10
Cash	13,752,449 85
Bills receivable	4,700 00
Due from agents and conductors	521,644 13
Due from solvent companies and individuals	1,990,599 88
Other cash assets	6,900,883 09
Materials and supplies	3,380,110 18
Sinking, insurance, and other funds	216,660 50
Total	$135,989,672 41
Liabilities Side:	
Capital stock	$120,000,000 00
Audited vouchers and accounts	2,311,345 80
Wages and salaries	657,995 60
Dividends not called for	14,591 50
Matured interest coupons unpaid	80 00
Dividends accrued on capital stock	2,399,728 00
Depreciation on cars	8,750,000 00
Depreciation account	1,081,576 62
Insurance reserve fund account	216,142 41
Other miscellaneous reserve accounts	43,525 14
Profit and loss	514,687 34
Total	$135,989,672 41

"Cost of property and equipment" includes $23,251,375.60 for the manufacturing department; in this amount is included the book valuation (not separately stated) of $1,223,400 par value of The Pullman Company's own stock.

Income account: The income account of the company for the year is as follows:

Operating income:		
Car operations:		
Revenues	$35,334,073 74	
Expenses	23,961,523 77	
Net revenue from car operations		$11,372,549 97
Outside operations:		
Revenues	$3,712,221 68	
Expenses	1,232,117 04	
Net revenue from outside operations		2,480,104 64
Total net revenue		$13,852,654 61
Taxes accrued		702,129 20
Operating income		$13,150,525 41

Other income:		
Hire of equipment-credit balances		$31,247 68
Dividends declared on stocks owned or controlled		565,047 00
Interest accrued on funded debt owned or controlled		105,307 60
Interest on other securities, loans, and accounts		445,071 09
Miscellaneous income		14,118 40
Total other income		$1,160,791 77
Gross corporate income		$14,311,317 18
Deductions from gross corporate income:		
Interest	$31,583 75	
Other deductions	346,235 89	
Total deductions from gross corporate income		377,819 64
Net corporate income		$13,933,497 54
Disposition of net corporate income:		
Dividends declared:		
On common stock:		
2% payable November 15, 1909	$1,999,796 00	
2% payable February 15, 1910	1,999,808 00	
2% payable May 15, 1910	2,399,664 00	
2% payable August 15, 1910	2,399,728 00	
		8,798,996 00
Balance for year carried forward to credit of profit and loss		$5,134,501 54

The amount of $346,235.89, "Other deductions," is a proportion of the net earnings paid other interests in association (see under "Operating contracts," preceding).

Profit and loss account: The profit and loss account for the year is shown as follows:

Credits:	
Balance July 31, 1909	$9,995,918 60
Balance for year brought forward from income account	5,134,501 54
Deferred profits, manufacturing department, prior to August 1, 1909	4,962,865 31
Unused reserve for doubtful accounts	421,401 89
Total	$20,514,687 34
Debits:	
Stock issued April 30, 1910, to capitalize assets	$20,000,000 00
Credit balance, July 31, 1910, carried to balance sheet	514,687 34
Total	$20,514,687 34

Stocks owned: The par value and book valuation of stocks owned by The Pullman Company July 31, 1910, are shown below.

	Par value	Book valuation
Stocks of respondent (excluding $1,223,400 par value held by manufacturing department)	$2,019,640 00	$2,669,059 40
Chesapeake & Ohio Ry. Co., common	41,200 00	7,828 00
Nat. Biscuit Co., preferred	500,000 00	482,500 00
Nat. Biscuit Co., common	500,000 00	210,000 00
Pullman Trust & Sav. Bank	150,600 00	119,800 00
Roseland State Savings Bank	100,400 00	110,440 00
Union Pacific R. R. Co., preferred	31,500 00	23,625 00
Slatington Rolling Mill Co.	500 00	200 00
N. Y. Hotel Co., Hot Springs, Ark.	29,700 00	1 00
Old Point Comfort Improvement Co.	22,800 00	1 00
Pullman Land Association, certificate of interest	1,604,200 00	3,397,502 41
Chicago Law Institute, membership	100 00	1 00
Columbus, Sandusky & Hocking R. R. Co., preferred	28,726 00	1 00
Columbus, Sandusky & Hocking R. R. Co., common	113,888 00	1 00
Union Palace Car Co., common	7,500 00	None
Cloud Steel Truck Co., common	50,000 00	None
Continuous Transit Securities Co., common	7,700 00	None
Multiple Speed and Traction Co., common	7,700 00	None
Total	$5,216,154 00	$7,020,959 81

Funded debt owned: The par value and book valuation of the funded debt owned by the company July 31, 1910, are shown below:

	Par value	Book valuation
Cent. of Ga. Ry. Co. 1st pref. 5% income bonds	$3,000 00	$1,435 90
Cent. of Ga. Ry. Co., 2nd pref. 5% income bonds	3,000 00	1,396 00
Old Pt. Comfort Impvt. Co. 4½% 25 yr. gold bonds	15,000 00	15,000 00
Old Pt. Comfort Impvt. Co. 6% 25 yr. gold income bonds	15,200 00	1 00
Consumers Gas Co. 1st mtg. 5% gold bonds	43,000 00	44,075 00
Chesapeake & O. Ry. Co. convert. 4½% gold bonds	20,000 00	18,700 00
Erie Elec. Motor Co. 6% mortgage bonds	22,000 00	22,000 00
Ft. Worth & Denver City Ry. Co. 1st mtg. 6% gold bonds	25,000 00	19,250 00
Kans. City Elev. Ry. Co. gen. mtg. gold bonds	16,000 00	16,198 00
L. Shore & Mich. So. Ry. Co. 4% 25 yr. gold bonds	500,000 00	492,500 00
N. Y., N. H. & H. R. R. Co. 50 yr. 4% debenture bonds	250,000 00	265,000 00
N. Y., N. H. & H. R. R. Co. special 4% bonds	66,000 00	63,302 50
Pa. R. R. Co. 10 yr. 3½% convertible gold bonds	250,000 00	250,000 00
Pa. Co. 4% gold loan bonds	500,000 00	501,250 00
U. S. Steel Corpor. 2nd mtg. 5% gold bonds	500,000 00	518,025 00
Columbus, Sandusky & Hocking R. R. Co. 5% gold bonds	633 75	633 75
Columbus, Sandusky & Hocking R. R. Co. gen. mtg. gold inc. bonds	26,000 00	14,977 61
Columbus, Sandusky & Hocking R. R. Co. 50 yr. inc. mtg. script	6,383 76	22 21
Mann's Boudoir Car Co. 1st mtg. bonds	700,000 00	None
Woodruff Sleeping & Parlor Coach Co. 1st mtg. bonds	600,000 00	None
Total	$3,528,200 00	$2,243,766 97

In addition to the securities above listed, The Pullman Company on July 31, 1910, controlled indirectly, through the Union Palace Car Company, $997,800 par value of stock in the Mann's Boudoir Car Company and $974,300 par value of stock in the Woodruff Sleeping and Parlor Coach Company.

Property and equipment: The "Cost of property and equipment" reported by The Pullman Company is not the cost but the book value of such property, the book value being original cost less depreciation written off. The amounts at which different classes of property stood at the close of the year are as follows:

Equipment:	
Standard sleeping cars	$59,172,834 40
Tourist sleeping cars	5,341,957 94
Parlor cars	9,328,490 78
Dining cars	356,909 45
Composite cars	849,936 98
Private cars	523,420 71
Miscellaneous cars	20,000 00
Total equipment	$75,593,550 26
Real estate used in operation	122,220 53
Buildings and fixtures used in operation	946,538 51
Miscellaneous properties: storeroom and porters' bunk cars	6,500 00
Total cost of property used in sleeping car operations	$76,668,809 30
Manufacturing department	23,251,373 60
Total cost of property and equipment	$99,920,182 90

$7,104,602.65 was charged to capital during the year and $587,449.94 was written off, leaving a net increase of $6,517,152.71. The charges and credits were distributed as follows:

Equipment	Charges	Credits
Standard sleeping cars	$5,531,529 17	$476,299 94
Tourist sleeping cars	427,558 09	46,900 00
Parlor cars	1,122,537 38	16,750 00

Equipment	Charges	Credits
Dining cars	.....	$2,500 00
Composite cars	$16,478 01	
Private cars	.....	38,500 00
Miscellaneous cars	.....	6,500 00
Miscellaneous properties: storeroom and porters' bunk cars.	6,500 00	.....
Total	$7,104,602 65	$587,449 94

Equipment: The Pullman Company owned July 31, 1910, 5186 cars, classified as follows:

Standard sleeping cars	3695
Tourist sleeping cars	646
Parlor cars	723
Dining cars	24
Composite cars	63
Private cars	31
Miscellaneous cars	4
Total	5186

The net increase during the year in the number of cars owned was 339, distributed as follows:

	Cars added	Cars retired
Standard sleeping cars	280	75
Tourist sleeping cars	59	17
Parlor cars	99	5
Dining cars	....	1
Composite cars	3	.....
Private cars	....	3
Miscellaneous cars	.....	1
Total	441	102

In addition to the above equipment owned, the company had title on July 31, 1910, through lease, contract, or other agreement, to 97 cars owned by other carriers, making a total of 5283 cars in service. The other carriers and the cars held of each were: Northern Pacific Railway Company, 61 tourist cars; Boston and Albany Railroad Company, 1 composite car; The Lake Shore and Michigan Southern Railway Company, 10 composite cars; Michigan Central Railroad Company, 9 composite cars; The New York Central and Hudson River Railroad Company, 16 composite cars.

Five of the composite cars in service, 123 of the standard sleeping cars, and 33 of the parlor cars were of all-steel construction.

Operating revenues: The revenues from sleeping car operations of the company are classified as follows:

Berth and seat revenue:		
Standard sleeping cars		$30,003,243 79
Tourist sleeping cars		2,266,920 32
Parlor cars		3,319,816 90
Composite cars		33,458 75
Charter of cars		670,087 73
Total		$36,293,527 49
Less		
Contract revenue, Dr.	$893,382 35	
Revenue of Union Palace Car Co. and subsidiaries	66,071 40	
		959,453 75
Total revenue of The Pullman Company from car operations		$35,334,073 74

In the above are included the revenues from association operations (see under "Operating contracts," preceding). The amount under "Contract revenue, Dr." represents deductions from gross revenue paid to other carriers under the terms of operating contracts. The revenues of the Union Palace Car Company and its subsidiaries, the Mann's Boudoir Car Company and the Woodruff Sleeping and Parlor Coach Company, are included in the classified statement of revenues from operations, but were separately kept for convenience in making settlements and are deducted in total.

Operating expenses: The operating expenses reported by The Pullman Company for car operations are given below:

Administration expenses	$794,734 64	
Division salaries	82,925 38	
Division expenses	$297,840 43	
District salaries	900,622 13	
District expenses	200,899 19	
Conductors' salaries	2,079,540 18	
Porters' salaries	1,920,988 66	
Car cleaning	1,119,868 86	
Washing	1,361,577 74	
Operating supplies to cars	173,443 09	
Special expenses of cars	1,364,369 39	
		$10,296,809 69
Repairs and maintenance of cars	$10,721,453 62	
Less mileage	837,049 23	
		9,884,404 39
Depreciation on cars		3,761,501 84
Adjustments under contracts	$12,670 02	
Contingent expenses	51,062 57	
Legal expenses	2,843 57	
		66,576 16
Total		$24,009,292 08
Less		
Expenses of Union Palace Car Co. and subsidiaries		47,768 31
Total expenses of The Pullman Company for car operations		$23,961,523 77

In the above are included the expenses from association operations (see under "Operating contracts," preceding). The amount under "Mileage" represents proportion of maintenance paid by other carriers under the terms of operating contracts. The expenses of the Union Palace Car Company and its subsidiaries, the Mann's Boudoir Car Company and the Woodruff Sleeping and Parlor Coach Company, are included in the classified statement of expenses, but were separately kept for convenience in making settlements and are deducted in total.

Operating statistics: Below are given certain operating revenue and expense averages and comparisons. The revenues and expenses used include those both of contract and association operations:

Total operating revenues	$35,334,073.74
Total operating expenses	$23,961,523.77
Operating ratio	67.75%
Operating revenue per car-mile	$0.05946
Operating revenue per car-day	$23.67980
Average revenue per passenger	$1.80
Operating expenses per car-mile	$0.04032
Operating expenses per car-day	$16.05830
Net operating revenue	$11,372,549.97
Net operating revenue per car-mile	$0.01914
Net operating revenue per car-day	$7.62150
Average number of car-miles per car-day	398
Average number of revenue passengers per car-mile	.034
Average number of revenue passengers per car-day	13.5
Average cost of all-steel cars	$24,124.77
Average cost of other than steel cars	$14,722.04
Average weight equipped for service of all-steel cars	146,000 lbs.
Average weight equipped for service of other than steel cars	113,000 lbs.

Employees and salaries: The number of employees on the payroll as of July 31, 1910, and the average daily compensation reported for different classes, is shown below:

Class	Number July 31	Average daily compensation
General officers	27	$21 65
General office clerks and attendants	465	2 37
Division office employees	60	3 70
District employees	5,231	1 72
Conductors	2,362	2 65
Porters, maids, etc.	6,805	1 00
Commissary department employees	217	1 76
Pullman Building employees	58	2 09
All employees	15,225	$1 64
Less general officers	27	21 65
All employees except general officers	15,198	$1 60

STEAM RAILROAD INSPECTIONS

REPORT OF SUPERVISOR OF EQUIPMENT FOR THE YEAR ENDED DECEMBER 31, 1910

To the Public Service Commission, Second District:

GENTLEMEN: Herewith is transmitted a report of the work of the Supervisor of Equipment and staff for the year ended December 31, 1910. Tables are embodied in this report as follows:

Table A: Distribution of time.

Table B: General information relative to locomotive equipment inspection.

Table C: Data relative to locomotive equipment at the time of inspection.

Table D: Condition of locomotive equipment at the time of inspection on Class A railroads.

Table E: Condition of locomotive equipment at the time of inspection on Class B railroads.

Table F: Condition of locomotive equipment at the time of inspection on Class C railroads.

The various railroads have been divided into three classes for the purpose of comparison: Class A covering the large railroads similar to the New York Central and Hudson River; Class B covering the medium railroads similar to the Ulster and Delaware; Class C covering the small railroads similar to the Bath and Hammondsport.

Table G: Condition of passenger car equipment at the time of inspection.

Table H: Inspection of spark-arresters and ash-pans on coal burning locomotives used in the Adirondack Forest Preserve.

Information and comments are embodied in this report relative to accident investigations, train movement and engine failure reports. Suggestions are made as follows:

1. Relative to the revision of train movement and engine failure reports;
2. Publication of engine failure reports;
3. Inspection of equipment;
4. Investigation of special subjects;
5. Revision of rules governing the reporting of accidents;
6. The work for the ensuing year.

This report covers in detail the general inspection of —

3212 locomotives and 170 repair terminals on 63 railroads;
96 passenger cars on 23 railroads;
30 field investigations of accidents;
101 correspondence investigations of accidents;
Also, train movement and engine failure reports;

Result of inspection of spark-arresters and ash-pans of coal burning locomotives and service rendered by oil burning locomotives used in the Adirondack Forest Preserve, in accordance with order issued by this Commission April 1, 1909, in Forest Fire Case No. 494.

The spark-arresters and ash-pans of 89 locomotives were inspected, and at first inspection 11, or 12.4 per cent, were found to be in a defective condition. This shows a decided improvement over the inspection of 1909, when the spark-arresters and ash-pans of 109 locomotives were inspected, and at first inspection 67, or 61 per cent, were found to be in defective condition.

In the report for the year 1909, recommendation was made relative to the appointment of two locomotive inspectors and one train service inspector; also a clerk to assist in the checking and tabulating of the train movement and engine failure reports.

March 1, 1910, J. A. Talty of Buffalo, N. Y., who was No. 1 on the civil service list, was appointed as Assistant Supervisor of Equipment.

July 15, 1910, J. J. Gill of Albany, N. Y., who was No. 2 on the civil service list, was appointed an Assistant Supervisor of Equipment.

Both of these men have had long experience in the mechanical departments of steam railroads. Since appointment, practically their entire time has been given to the inspection of locomotives, passenger cars, and mechanical department repair and terminal facilities.

Mr. H. N. Rockwell, accident inspector for the Commission, in addition to his duties as accident inspector has been assigned as circumstances permitted to the duties of train service inspector, and a considerable portion of his time has been given to the work of checking the railroad companies' train service records, inferior train service, etc.

September 19, 1910, W. J. Toole was appointed a junior clerk, and his entire time has been given to the tabulating and preparing of the monthly engine failure and train movement reports; also to the tabulating of information required in connection with train service complaints. He has also assisted Mr. Rockwell in the checking of the railroad companies' train service records.

For the ensuing year no increase in staff is necessary. It is planned for the ensuing year to make inspections and investigations as follows:

1. Inspection of locomotive equipment and mechanical department repair and terminal facilities on all railroads;
2. Inspection of passenger cars on Class B and Class C railroads, and inspection of passenger cars on branch lines of Class A railroads;
3. Inspection of freight car equipment at important interchange stations;
4. Inspection as to heating, lighting, and ventilating; also cleanliness of passenger cars;
5. Investigation as to habitual delays to individual passenger trains, and passenger train service generally.

In addition to the subjects outlined, this department expects to coöperate with the Interstate Commerce Commission's inspectors in the matter of inspection of safety appliances in accordance with the Federal Safety Appliance Act.

Respectfully submitted,

A. BUCHANAN, JR.,
Supervisor of Equipment.

TABLE A:

Distribution of Time, January 1 to December 31, 1910, Supervisor of Equipment:

Nature of employment.	Number of days employed.	Percentage of days employed.
Inspection of locomotives and terminals	65	21.3
Compiling reports of inspection of locomotives and terminals	30	9.9
Inspection of passenger cars	7	2.4
Forest fire proceedings and inspection of equipment incident to same	35	11.7
Investigation of accidents, field	28	9.4
Investigation of accidents, correspondence	15	4.9
Compiling reports of investigation of accidents	14	4.7
Compiling data, reports, and attending to investigations and correspondence incident to train movement and engine failure reports	40	13.2
Investigation of special subjects	20	6.6
Attending hearings, conferences, general office work, etc.	48	15.9
Total	302	100

Distribution of Time, March 1 to December 31, 1910, Assistant Supervisor of Equipment J. A. Talty:

Nature of employment.	Number of days employed.	Percentage of days employed.
Inspection of locomotives and terminals	158	63.5
Compiling reports of inspection of locomotives and terminals	32	12.8
Inspection of passenger cars	12	4.8
Forest fire proceedings and inspection of equipment incident to same	22	8.9
Investigation of accidents, field	7	2.8
Compiling reports of investigation of accidents	2	0.8
Compiling data, reports, and attending to investigation and correspondence incident to train movement and engine failure reports	2	0.8
Investigation of special subjects	4	1.6
Attending hearings, conferences, etc	10	4.0
Total	249	100

Distribution of Time, July 15 to December 31, 1910, Assistant Supervisor of Equipment J. J. Gill:

Nature of employment.	Number of days employed.	Percentage of days employed.
Inspection of locomotives and terminals	77	57.6
Compiling reports of inspection of locomotives and terminals	25	18.6
Inspection of passenger cars	12	8.9
Forest fire proceedings and inspection of equipment incident to same	4	3.0
Investigation of accidents, field	4	3.0
Compiling reports of investigation of accidents	1	0.7
Compiling data, reports, and attending to investigations and correspondence incident to train movement and engine failure reports	2	1.5
Investigation of special subjects	2	1.5
Attending hearings, conferences, etc	7	5.2

INSPECTION OF LOCOMOTIVE EQUIPMENT AND MECHANICAL DEPARTMENT REPAIR AND TERMINAL FACILITIES

There are operating in this State 63 steam railroad systems, with approximately 5103 locomotives assigned to service in the State. (Boiler inspector's figures show all locomotives for which boiler certificates are issued, including industrial railroads.) General inspection has been made of 3212 locomotives, and the mechanical department repair and terminal facilities on all railroads.

There are located in this State 170 mechanical department terminals at which general, heavy, or running repairs are made to locomotives.

The staff was employed 387 days, or 56.7 per cent, making the inspections outlined and compiling the reports incident to same.

The following lists show railroads on which general inspection of locomotive equipment and terminals has been made during the year 1910. Also railroads on which more than one general inspection of locomotive equipment has been made since November 1, 1907.

Railroads on Which General Inspection of Locomotive Equipment and Terminals Was Made During the Year Ended December 31, 1910:

Class A: Boston and Albany; Boston and Maine; Buffalo, Rochester and Pittsburgh; Delaware and Hudson; Delaware, Lackawanna and Western; Erie; Lake Shore and Michigan Southern; Lehigh Valley; Long Island; New York Central and Hudson River; New York, New Haven and Hartford; New York, Ontario and Western; Pennsylvania; Rutland.

Class B: Buffalo and Susquehanna; Central New England; Lehigh and Hudson River; New York, Chicago and St. Louis; Pittsburg, Shawmut and Northern; Ulster and Delaware.

Class C: Adirondack and St. Lawrence; Bath and Hammondsport; Buffalo, Attica and Arcade; Buffalo Creek; Carthage and Copenhagen; Catskill Mountain; Catskill and Tannersville; Cranberry Lake; Dansville and Mt. Morris; Delaware and Eastern; Dunkirk, Allegheny Valley and Pittsburgh; Fonda, Johnstown and Gloversville; Genesee and Wyoming; Glenfield and Western; Greenwich and Johnsonville; Jamestown, Chautauqua and Lake Erie; Kanona and Prattsburgh; Lake Champlain and Moriah; Lehigh and New England; Little Falls and Dolgeville; Lowville and Beaver River; Michigan Central; Marcellus and Otisco Lake; Marion River; Middleburgh and Schoharie; New York, Auburn and Lansing; Newton Falls and Northern; Newark and Marion; New York and Ottawa; New York and Pennsylvania; Niagara Junction; Norwood and St. Lawrence; Owasco River; Paul Smith's; Raquette Lake; Schoharie Valley; Skaneateles; Silver Lake; South Buffalo; Sterling Mountain; Tunesassa and Bradford; Unadilla Valley.

Railroads on Which Two or More General Inspections of Locomotive Equipment Have Been Made Since November 1, 1907:

Class A: Boston and Albany; Buffalo, Rochester and Pittsburgh; Delaware and Hudson; Delaware, Lackawanna and Western; Erie; Lehigh Valley; New York Central and Hudson River (3); New York, Ontario and Western; Pennsylvania.

Class B: Central New England; Lehigh and Hudson River; Ulster and Delaware.

Class C: Adirondack and St. Lawrence; Bath and Hammondsport; Buffalo, Attica and Arcade; Buffalo Creek; Carthage and Copenhagen; Catskill Mountain; Delaware and Eastern; Fonda, Johnstown and Gloversville; Glenfield and Western; Greenwich and Johnsonville; Jamestown, Chautauqua and Lake Erie; Kanona and Prattsburgh; Little Falls and Dolgeville; Lowville and Beaver River; Marcellus and Otisco Lake; Marion River Carry; Norwood and St. Lawrence; Paul Smith's; Skaneateles; Silver Lake.

A total of 32 railroads operating 4202, or 82.3 per cent, of the locomotives assigned to service in the State.

TABLE B:

Details of Locomotive Equipment Inspection:

Nature.	1910.		1909.	
	Number.	Per cent.	Number.	Per cent.
Steam railroad systems operating in State	63	100	61	100
Steam railroad systems on which inspection of locomotive equipment was made	63	100	21	34.2
Locomotive terminals in State	170	100	164	100
Locomotive terminals at which general inspection was made	170	100	44	33.5
Locomotives assigned to service in State (approximate)	5,103	100	5,000	100
Locomotives which have received general inspection	3,212	62.9	470	9.4

TABLE C:

Data Relative to Railroads Inspected:

Nature.	1910.		1909.	
	Number.	Per cent.	Number.	Per cent.
Locomotives assigned to service in State on railroads on which general inspection was made	5,103	100	692	100
Locomotives assigned to service in State and available for service inspected	3,212	62.9	470	67.9
Locomotives in and awaiting general repair shops	607	11.9	90	13
Locomotives in service and available for service	4,496	88.1	602	87

TABLE D:

Class A Railroads Inspected:

Nature of defects.		Boston & Albany.	Boston & Maine.	B., R. & P.	D. & H.	D., L. & W.	Erie.	L. S. & M. S.	Lehigh Valley.	Long Island.	N. Y. C. & H. R.	N. Y., N. H. & H.	N. Y., O. & W.	Pennsylvania.	Rutland.	Total.
Number of locomotives assigned to service in State	....	172	180	126	337	276	561	154	268	188	1,703	190	174	200	52	4,581
Number of locomotives in and awaiting shops	No.	29	17	23	30	21	87	15	44	28	197	20	20	13	9	553
	%	16.8	9.4	18.5	8.9	7.6	15.3	9.7	16.3	14.9	11.6	10.5	11.5	6.5	17.2	12.1
Number of locomotives in and available for service	No.	143	163	103	307	255	474	139	224	160	1,506	170	154	187	43	4,028
	%	83.2	91.6	81.5	91.1	92.4	84.7	90.3	83.7	85.1	88.4	89.5	88.5	93.5	82.8	87.9
Number of locomotives inspected	No.	101	140	85	255	236	335	107	158	80	1,009	110	80	103	42	2,841
	%	58.8	77.7	67.4	75.6	85.6	59.7	77	58.2	42.6	59.2	57.9	45.9	51.5	76.9	62
Number and Percentage of Defects:																
Machinery in general bad condition	No.	5	7	3	10	4	40	.....	7	8	27	5	10	5	4	135
	%	4.9	5	3.5	3.9	1.9	11.9	.....	4.4	10	2.6	4.5	12.5	4.9	10	4.7
Boilers, flues, and fireboxes leaking	No.	4	10	.....	25	31	16	.....	21	1	101	10	16	3	4	242
	%	4	7.2	.....	9.7	13.2	4.8	.....	13.3	1.2	10	9.1	20	2.9	10	8.5
Foundation rings leaking	No.	28	12	18	21	58	39	13	36	4	112	15	10	39	6	411
	%	27.8	8.6	21.5	8.2	24.6	11.6	12.1	22.1	5	11.1	13.6	12.5	37.9	15	14.5
Air brakes defective	No.	2	6	1	2	6	30	2	8	5	137	2	6	6	3	216
	%	2	4.3	1.2	0.8	2.5	8.9	1.8	5.1	6.2	13.6	1.8	7.5	5.8	7.5	7.6
Safety appliances defective	No.	3	5	.....	3	.....	28	3	27	5	95	3	5	7	7	191
	%	3	3.6	.....	1.2	.....	8.4	2.8	17.1	6.2	9.4	2.7	6.3	6.8	17.5	6.7
Tender trucks defective	No.	.....	4	1	6	2	27	2	7	.....	114	1	8	18	2	192
	%	.....	2.9	1.2	2.4	0.8	8	1.8	4.4	.....	11.3	0.9	10	17.5	5	6.7
Boiler mountings in cabs leaking	No.	6	8	11	5	12	13	7	15	1	49	5	4	6	4	146
	%	5.9	5.7	12.9	1.9	5.1	3.9	6.5	9.5	1.2	4.8	4.5	5	5.8	10	5.1
Boiler mountings outside of cabs leaking	No.	16	17	.....	15	24	76	28	22	11	188	12	15	23	9	456
	%	15.9	12.1	.....	5.9	10.2	22.7	26.1	13.9	13.7	18.7	10.9	18.7	22.3	22.5	16.1
Metallic packing leaking	No.	11	15	2	20	8	54	15	36	13	28	8	10	16	5	241
	%	10.9	10.7	2.4	7.8	3.4	16.1	14	22.1	16.2	2.7	7.3	12.5	15.5	12.5	8.5
Tires in bad condition (worn over ⅛ inch)	No.	.....	3	.....	3	.....	11	.....	1	1	2	2	4	3	1	31
	%	.....	2.1	.....	1.2	.....	3.3	.....	0.6	1.2	1.9	1.8	5	2.9	2.5	1.1

TABLE E:

Class B Railroads Inspected:

Nature of defects.		Buffalo & Susquehanna.	Central New England.	Lehigh & Hudson River.	New York, Chicago & St. Louis.	Pittsburg, Shawmut & N.	Ulster & Delaware.	Total.
Number of locomotives assigned to service in State	....	78	60	46	35	39	30	288
Number of locomotives in and awaiting shops	No.	9	6	6	.....	2	1	24
	%	11.5	10	13.1	.....	5.0	3.3	8.3
Number of locomotives in and available for service	No.	69	54	40	35	37	29	264
	%	88.5	90	86.9	100	95	96.4	91.7
Number of locomotives inspected	No.	21	44	38	20	23	26	172
	%	26.9	73.3	82.6	57	62	86.6	59.7
Number and Percentage of Defects:								
Machinery in general bad condition	No.	3	1	.....	.....	.....	.....	4
	%	14.3	1.6	.....	.....	.....	.....	1.4
Boilers, flues, and fireboxes leaking	No.	2	6	2	.....	.....	1	11
	%	9.5	13.6	5.3	.....	.....	3.8	3.8
Foundation rings leaking	No.	4	11	4	2	3	.....	24
	%	19	18.3	10.5	10	13	.....	8.3
Air brakes defective	No.	.....	4	.....	.....	3	.....	7
	%	.....	6.6	.....	.....	13	.....	2.4
Safety appliances defective	No.	4	1	.....	.....	1	.....	6
	%	19	1.6	.....	.....	4.3	.....	2.1
Tender trucks defective	No.	.....	4	3	.....	.....	4	11
	%	.....	6.6	7.8	.....	.....	15.3	3.8
Boiler mountings in cab leaking	No.	2	2	.....	1	.....	2	7
	%	9.5	3.3	.....	5	.....	7.7	2.4
Boiler mountings outside of cab leaking	No.	2	7	.....	5	1	1	16
	%	9.5	11.6	.....	25	4.3	3.8	5.5
Metallic packing leaking	No.	13	2	1	.....	2	.....	18
	%	61.9	3.3	2.6	.....	8.7	.....	6.6
Tires in bad condition (worn over $\frac{3}{32}$ inch)	No.	4	1	.....	1	.....	.....	6
	%	19	1.6	.....	5	.....	.....	2.1

TABLE F:

Class C Railroads Inspected:

Nature of defects.		Adirondack & St. L.	Bath & H.	Buffalo, Attica & Arcade.	Buffalo Creek.	Carthage & C.	Catskill Mountain.	Catskill & T.	Cranberry Lake.	Dansville & Mt. M.	Delaware & Eastern.	Dunkirk, A. V. & P.
Number of locomotives assigned to service in State	....	1	2	2	12	1	4	2	1	1	5	11
Number of locomotives in and awaiting shops	No.	.....	.....	1	2	.....	.....	.....	.....	.....	1	2
	%	.....	.....	50	16.7	.....	.....	.....	.....	.....	20	18.2
Number of locomotives in and available for service	No.	1	2	1	10	1	4	2	1	1	4	9
	%	100	100	50	83.3	100	100	100	100	100	80	81.8
Number of locomotives inspected	No.	1	2	2	10	1	4	2	1	1	5	7
	%	100	100	100	83.3	100	100	100	100	100	100	63.6
Number and Percentage of Defects:												
Machinery in general bad condition	No.	.....	1	1	2	.....	.....	.....	.....	.....	2	.....
	%	.....	50	50	20	.....	.....	.....	.....	.....	40	.....
Boilers, flues, and fireboxes leaking	No.	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....
	%	.....	.....	.....	10	.....	.....	.....	.....	.....	20	.....
Foundation rings leaking	No.	.....	.....	.....	3	.....	.....	.....	.....	.....	1	.....
	%	.....	.....	.....	30	.....	.....	.....	.....	.....	20	.....
Air brakes defective	No.	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....
	%	.....	.....	.....	50	.....	.....	.....	.....	.....	.....	.....
Safety appliances defective	No.	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
	%	.....	50	.....	.....	.....	.....	.....	.....	100	.....	28.6
Tender trucks defective	No.	.....	.....	1	1	.....	.....	1	.....	.....	2	2
	%	.....	.....	50	10	.....	.....	50	.....	.....	40	28.6
Boiler mountings in cab leaking	No.	.....	.....	1	2	.....	.....	.....	.....	.....	.....	1
	%	.....	.....	50	20	.....	.....	.....	.....	.....	.....	14.3
Boiler mountings outside of cab leaking	No.	.....	1	.....	3	.....	.....	.....	.....	.....	1	.....
	%	.....	50	.....	30	.....	.....	.....	.....	.....	20	.....
Metallic packing leaking	No.	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....
	%	.....	50	.....	10	.....	.....	.....	.....	.....	20	.....
Tires in bad condition (worn over $\frac{3}{32}$ inch)	No.	.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....
	%	.....	.....	.....	20	.....	.....	50	.....	.....	.....	.....

TABLE F (*continued*):
Class C Railroads Inspected (continued):

Nature of defects		Fonda, J. & G.	Genesee & Wyoming	Glenfield & Western.	Green-wich & J.	James-town, C. & L. E.	Kanona & Pratts-burgh.	Lake C. & Moriah.	Lehigh & New England.	Little Falls & D.	Lowville & Beaver River.	Michigan Central.
Number of locomotives assigned to service in State	....	7	2	2	5	5	1	7	23	3	2	20
Number of locomotives in and awaiting shops	No.	.....	.....	.....	.....	1	.....	2	2	.....	.....	2
	%	.....	.....	.....	.....	20	.....	28.4	8.7	.....	.....	10
Number of locomotives in and available for service	No.	7	2	2	5	4	1	5	21	3	2	18
	%	100	100	100	100	80	100	71.6	91.3	100	100	90
Number of locomotives inspected	No.	7	2	2	5	5	1	6	16	3	2	18
	%	100	100	100	100	100	100	85.8	69.6	.....	100	90
Number and Percentage of Defects:												
Machinery in genera' bad condition	No.	.....	.....	.....	.....	2	.....	1	1	.....	.....	1
	%	.....	.....	.....	.....	40	.....	16	6.2	.....	.....	5.5
Boilers, flues, and fireboxes leaking	No.	1	.....	1	2	.....	.....	1	3	1	.....	2
	%	14.2	.....	50	40	.....	.....	16	18.7	33.3	.....	11.1
Foundation rings leaking	No.	1	1	1	1	2	.....	1	3	1	.....	1
	%	14.2	50	50	20	40	.....	16	18.7	33.3	.....	5.5
Air brakes defective	No.	.....	1	.....	1	1	1	1	.....	.....	.....	.....
	%	.....	50	.....	20	20	100	16	.....	.....	.....	.....
Safety appliances defective	No.	.....	.....	1	.....	.....	.....	1	.....	1	.....	.....
	%	.....	.....	50	.....	.....	.....	16	.....	33.3	.....	.....
Tender trucks defective	No.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
	%	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....
Boiler mountings in cab leaking	No.	2	1	.....	1	.....	.....	.....	2	.....	.....	.....
	%	28.4	50	.....	20	.....	.....	.....	12.5	.....	.....	.....
Boiler mountings outside of cab leaking	No.	1	1	.....	1	3	.....	1	.....	1	.....	1
	%	14.2	50	.....	20	60	.....	16	.....	33.3	.....	5.5
Metallic packing leaking	No.	.....	1	.....	.....	.....	.....	1	1	.....	1	2
	%	.....	50	.....	.....	.....	.....	16	6.2	.....	50	11.1
Tires in bad condition (worn over $\frac{3}{32}$ inch)	No.	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
	%	14.2	.....	.....	.....	20	.....	.....	.....	.....	.....	.....

Nature of defects.		Marcellus & Otisco Lake.	Marion River.	Middle-burgh & S.	New York, A. & L.	Newton Falls & Northern.	Newark & Marion.	New York & Ottawa.	New York & Penn.	Niagara Junc-tion.	Norwood & St. L.	Owasco River.
Number of locomotives assigned to service in State	....	2	1	1	5	2	1	10	5	2	4	4
Number of locomotives in and awaiting shops	No.	.....	.....	.....	1	.....	.....	2	1	.....	1	.....
	%	.....	.....	.....	20	.....	.....	20	20	.....	25	.....
Number of locomotives in and available for service	No.	2	1	1	4	2	1	8	4	2	3	4
	%	100	100	100	80	100	100	80	80	100	75	100
Number of locomotives inspected	No.	2	1	1	5	2	1	8	4	2	3	4
	%	100	100	100	100	100	100	80	80	100	75	100
Number and Percentage of Defects:												
Machinery in general bad condition	No.	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....
	%	.....	.....	.....	20	.....	.....	20	.....	.....	.....	.....
Boilers, flues, and fireboxes leaking	No.	.....	.....	1	1	.....	.....	2	.....	.....	1	.....
	%	.....	.....	100	20	.....	.....	40	.....	.....	33.3	.....
Foundation rings leaking	No.	.....	.....	.....	.....	.....	.....	2	.....	1	1	.....
	%	.....	.....	.....	.....	.....	.....	40	.....	50	33.3	.....
Air brakes defective	No.	1	.....	.....	1	.....	.....	1	1	1	.....	.....
	%	50	.....	.....	20	.....	.....	20	25	50	.....	.....
Safety appliances defective	No.	1	.....	.....	1	2	.....	.....	2	.....	1	.....
	%	50	.....	.....	20	100	.....	.....	50	.....	33.3	.....
Tender trucks defective	No.	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....
	%	.....	.....	.....	.....	.....	.....	20	25	.....	33.3	.....
Boiler mountings in cab leaking	No.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	.....
Boiler mountings outside of cab leaking	No.	.....	.....	.....	1	.....	.....	.....	1	1	.....	.....
	%	.....	.....	.....	20	.....	.....	.....	25	50	.....	.....
Metallic packing leaking	No.	.....	.....	1	1	.....	.....	1	.....	.....	1	.....
	%	.....	.....	100	20	.....	.....	20	.....	.....	33.3	.....
Tires in bad condition (worn over $\frac{3}{32}$ inch)	No.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE F (*concluded*):

Class C Railroads Inspected (concluded):

Nature of defects.		Paul Smith's.	Raquette Lake.	Schoharie Valley.	Skaneateles.	Silver Lake.	South Buffalo.	Sterling Mountain.	Tunnesassa & Bradford.	Unadilla Valley.	Grand Trunk.	Total.
Number of locomotives assigned to service in State	....	1	2	1	3	3	37	1	2	2	28	234
Number of locomotives in and awaiting shops	No.	.....	.....	.....	.....	.....	4	.....	1	.....	7	30
	%	.....	.....	.....	.....	.....	10.8	.....	50	.....	25.9	12.8
Number of locomotives in and available for service	No.	1	2	1	3	3	33	1	1	.....	21	204
	%	100	100	100	100	100	89.2	100	50	.....	74.1	87.2
Number of locomotives inspected	No.	1	2	1	3	3	20	1	2	2	19	199
	%	100	100	100	100	100	54.1	100	100	100	70.4	85.5
Number and Percentage of Defects:												
Machinery in general bad condition	No.	.....	1	.....	.....	.....	.....	.....	1	.....	.....	15
	%	.....	50	.....	.....	.....	.....	.....	50	.....	.....	7.5
Boilers, flues, and fireboxes leaking	No.	.....	.....	.....	.....	.....	.....	.....	.....	1	1	20
	%	.....	.....	.....	.....	.....	.....	.....	.....	50	5.2	10.1
Foundation rings leaking	No.	.....	.....	.....	.....	1	.....	.....	.....	1	2	24
	%	.....	.....	.....	.....	33.3	.....	.....	.....	50	10.5	12.1
Air brakes defective	No.	.....	.....	.....	2	.....	.....	.....	.....	.....	3	20
	%	.....	.....	.....	66.6	.....	.....	.....	.....	.....	15.7	10.1
Safety appliances defective	No.	.....	.....	.....	.....	1	3	.....	2	1	9	30
	%	.....	.....	.....	.....	33.3	15	.....	100	50	4.7	15.1
Tender trucks defective	No.	.....	.....	1	.....	1	.....	.....	.....	.....	1	14
	%	.....	.....	100	.....	33.3	.....	.....	.....	.....	5.2	7.4
Boiler mountings in cab leaking	No.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
	%	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.5
Boiler mountings outside of cab leaking	No.	.....	1	.....	.....	1	.....	.....	.....	.....	3	21
	%	.....	50	.....	.....	33.3	.....	.....	.....	.....	15.7	10.6
Metallic packing leaking	No.	.....	1	.....	1	.....	1	.....	.....	.....	1	17
	%	.....	50	.....	33.3	.....	5	.....	.....	.....	5.2	8.5
Tires in bad condition (worn over $\frac{3}{32}$ inch)	No.	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	9
	%	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	4.5

Observations Made as to Effectiveness of General Inspection of Locomotive Equipment and Mechanical Department Repair and Terminal Facilities:

The increase in inspection staff has made it possible during the latter part of this year to make observations on a number of railroads as to the action taken to remedy defects noted during an inspection of locomotive equipment and mechanical department repair and terminal facilities. Recommendations and suggestions relative to the improvement of existing conditions and the prevention of future unsatisfactory service have been formally made to the management of the various railroad companies affected, covering the following when in a defective condition: inspection and maintenance of safety appliances; maintenance of boilers; brake equipment; steam leaks; machinery; headlights, classification lamps, etc.; spark-arresters and ash-pans; inadequate repair and terminal facilities.

The recommendations and suggestions made have, as a rule, been generally complied with. It has been our observation that when serious or habitual defects have been noted by the inspectors of this Commission, that the railroad companies affected have generally made an honest effort to rectify same, either by increased staffs, improved facilities, or reorganization of existing staffs and repair facilities.

We believe that one of the most important results of state supervision of equipment has been the installation by the railroad companies of a systematic method of inspection and records of same at practically all locomotive terminals in this State. Also that the management of the various railroad companies receive each year, from disinterested inspectors, a report showing in detail condition of locomotive equipment and mechanical department repair and terminal facilities. This seems to have resulted in some instances in the management taking a personal interest in the maintenance of locomotive equipment and the increased efficiency of repair and terminal facilities.

Inclination of Railroads to Curtail Engine House and Shop Expenses:

During the year 1909 rigid curtailment of expenses was enforced in general repair shops and engine houses. A considerable number of shops and engine houses were not running over 65 per cent of full time. This was particularly noticeable on The Delaware and Hudson Company and on the New York Central and Hudson River railroad. The result of this curtailment was reflected to a considerable extent in the unsatisfactory freight and passenger service during the winter of 1909–10. Since March, 1910, practically all of the general repair shops and engine houses in this State have been running full time, and in many instances with increased staffs; and it is our observation that as a result of this more liberal policy a large proportion of the railroads are going into the winter of 1910–11 with locomotive equipment in better condition than in the corresponding period of last year.

General Relative to Equipment Inspection:

1. To make equipment inspection more effective in 1911, it is our plan, on railroads where serious defective conditions are known to exist, to make a short return inspection trip within sixty days after the general inspection, to ascertain if recommendations which may have been made have been reasonably complied with.

2. The smaller railroads require special supervision on account of their lack of repair facilities and efficient repair staffs. At times they have no one in their employ who thoroughly understands the importance of maintaining safety appliances, brakes, etc., in good condition. It is the plan for the year 1911 to give a number of these smaller railroads, which are known to be weak in this particular, special supervision and inspection.

INSPECTION OF PASSENGER CAR EQUIPMENT

General inspection of passenger car equipment has been made on 23 railroads, operating 96 passenger cars. The staff was employed 31 days, or 4.5 per cent of its time, making this inspection and compiling reports incident to same.

The following are the railroads on which inspection of passenger car equipment was made: Adirondack and St. Lawrence; Bath and Hammondsport; Buffalo, Attica and Arcade; Carthage and Copenhagen; Catskill Mountain; Catskill and Tannersville; Cranberry Lake; Dansville and Mt. Morris; Delaware and Eastern; Glenfield and Western; Greenwich and Johnsonville; Jamestown, Chautauqua and Lake Erie; Kanona and Prattsburgh; Little Falls and Dolgeville; Lowville and Beaver River; Marcellus and Otisco Lake; Marion River Carry; Newark and Marion; New York and Pennsylvania; Norwood and St. Lawrence; Paul Smith's; Raquette Lake; Skaneateles; Silver Lake.

A number of serious defects were noted in air brakes and safety appliances; also in the care of oil lamps, lavatories, etc. Recommendations were made regarding these various objectionable features. The railroads involved, in all cases, advised that the recommendations made had been complied with.

TABLE G:

Passenger Car Inspection:

Nature of defects.		Adirondack & St. L.	Bath & H.	Carthage & C.	Catskill Mountain.	Catskill & T.	Cranberry Lake	Delaware & E.	Fonda, J. & G.	Greenwich & J.	Jamestown, C. & I. E.	Kanona & P.	Little Falls & D.
Number of cars operated	No.	1	2	1	16	3	2	8	23	5	7	1	4
	%	100	100	100	100	100	100	100	100	100	100	100	100
Brakes defective	No.	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1
	%	.....	.....	.....	.....	.....	.....	.....	8.7	.....	.....	.....	25
Safety appliances defective	No.	.....	.....	1	.....	.....	.....	.....	.....	2	.....	1	.....
	%	.....	.....	100	.....	.....	.....	.....	.....	40	.....	100	.....
Trucks defective	No.	.....	.....	.....	.....	.....	.....	2	2	3	.....	.....	1
	%	.....	.....	.....	.....	.....	.....	25	8.7	60	.....	.....	25
Draft gear defective	No.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....
Stoves defective	No.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil lamps defective	No.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....
	%	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	100	.....
Cars not equipped with emergency tools	No.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....

Nature of defects.		Lowville & B. R.	Marcellus & O. L.	Marion River.	Middleburgh & S.	New York, A. & L.	Norwood & St. L.	Paul Smith's.	Schoharie Valley.	Skaneateles.	Silver Lake.	Unadilla Valley.	Total.
Number of cars operated	No.	2	2	3	1	3	2	1	1	3	2	3	96
	%	100	100	100	100	100	100	100	100	100	100	100	100
Brakes defective	No.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	4
	%	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	33	4.2
Safety appliances defective	No.	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	8
	%	.....	50	.....	.....	33	.....	.....	100	.....	.....	.....	8.4
Trucks defective	No.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	10
	%	.....	.....	.....	.....	33	.....	.....	.....	.....	.....	33	10.4
Draft gear defective	No.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
	%	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.1
Stoves defective	No.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	%	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil lamps defective	No.	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	4
	%	.....	.....	.....	.....	66	.....	.....	.....	.....	.....	.....	4.2
Cars not equipped with emergency tools	No.	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	1	5
	%	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	33	5.2

General Relative to Inspection of Passenger Car Equipment:

On the smaller railroads, general inspection of air brakes, safety appliances, running gear, stoves, oil lamps, and general condition as to cleanliness and sanitary conditions, should be made at frequent intervals. On the larger railroads this is not essential: good care as a rule is given to air brakes and safety appliances, and a large percentage of the equipment is lighted with gas or electricity and practically all of the equipment is heated with steam.

Special attention should be given by all traveling employees of this Commission to the following: over- or under-heated cars; poorly lighted cars; poorly ventilated cars; unclean condition of cars; unclean drinking water facilities.

When conditions such as outlined above are found, a short concise report on a printed form could be made with small expenditure of time. Reports of this character from all the traveling employees would keep the Commission informed of many bad conditions, and special investigation could be made when necessary.

FOREST FIRE ELIMINATION

General Information Relative to Oil and Coal Burning Locomotives and Inspection of Same:

This proceeding was begun September 29, 1908, by the Forest, Fish, and Game Commission to compel a change of fuel or motive power of the railroad lines operating within the Adirondack Forest Preserve.

After thorough inquiry and investigation an order was issued April 1, 1909, requiring —

1. That The New York Central and Hudson River Railroad Company, operating the Mohawk and Malone railway, the Carthage and Adirondack railway, and the New York and Ottawa railway; the Delaware and Hudson Company and the Cranberry Lake Railroad Company, use oil for steam generation on all locomotives operated by said companies within the Forest Preserve of the Adirondack region from April 15th to November 1st each year, commencing with April 15, 1910.

2. That all locomotives used by these companies in this region at night, from April 15th to November 1st each year, between the hours of 8 p. m. and 8 a. m., shall be required to burn oil for steam generation, except such locomotives as shall have been inspected by this Commission and for which a certificate shall have been issued; this certificate to be removable at the pleasure of the Commission.

It was also decided that this proceeding be held open for further investigation and inquiry.

During the season of 1909 The New York Central and Hudson River Railroad Company and The Delaware and Hudson Company each had two experimental oil burning locomotives in service, and also experimented with a number of spark-arresters used in connection with coal burning locomotives. After the experimental use of the two oil burning locomotives, The New York Central and Hudson River Railroad Company made application for a supplementary hearing, on its petition for an extension of time of one year of the order of the Public Service Commission requiring the burning of oil in the Adirondack Forest Preserve. After further inquiry and investigation this Commission ordered, March 8, 1910,

1. That the supplementary petition of The New York Central and Hudson River Railroad Company be denied.

2. That the time for the complete installation of oil burning locomotives be extended from April 15, 1910, as follows: 2 oil burning locomotives to be placed in service by April 15, 1910; 3 additional May 1, 1910; 10 additional June 1, 1910; 10 additional July 1, 1910; the remainder by August 1, 1910.

3. That the portion of the order in this matter issued April 1, 1909, authorizing the use of coal burning locomotives at night, be modified to permit the use of such locomotives through to destination if the trains to which they are attached are not more than two hours late, and provided that such trains are regularly scheduled to operate within the Forest Preserve between the hours of 8 p. m. and 8 a. m.

The New York Central and Hudson River Railroad Company at various times during the year made application for exemption of switch engines used entirely in the Fulton Chain and Tupper Lake Junction yards; also inspection engine "Mohawk". After inquiry and investigation the exemptions requested were granted. The Cranberry Lake Railroad Company made application for exemption from the provision of order issued April 1, 1909,

requiring that they change from coal to oil burning locomotives. After inquiry and investigation it was ordered on March 10, 1910, that the requirements of the order dated April 1, 1909, so far as it affected the Cranberry Lake railroad, is postponed in taking effect until April 15, 1911, provided the coal burning locomotives operated by said company shall be inspected and certified to by the inspector of this Commission in accordance with the terms of the order referred to.

The Delaware and Hudson Company made application for exemption from the provision of the order issued April 1, 1909, requiring that they change from coal to oil burning locomotives, and for the inspection engines "Saratoga" and "Transit"; also the switch engine at Standish, and four narrow gauge engines at Lyon Mountain on the Chateaugay branch. It was ordered on April 26, 1910, that the exemption requested be granted, and that said coal burning locomotives shall be inspected and certified to by an inspector of this Commission in accordance with the terms of the original order.

Data Relative to Oil Burning Locomotives in Service During Season of 1910:

The New York Central Lines had in service 23 oil burning locomotives, distributed as follows: Mohawk and Malone, 18; Carthage and Adirondack, 3; New York and Ottawa, 2. In addition, certificates were issued for 67 coal burning locomotives which were used at various times during the season.

The oil burning locomotives were equipped with the Van Boden Ingalls burner.

Oil storage stations ranging in capacity from 38,000 to 150,000 gallons were located at Utica, Fulton Chain, Tupper Lake Junction, Saranac Lake, and Malone Junction on the Mohawk and Malone railway; and at Carthage on the Carthage and Adirondack railway. The New York and Ottawa railway had no storage stations but received its supply from the Mohawk and Malone railway station at Tupper Lake Junction.

No engine failures occurred which could be fairly charged to oil burning apparatus, or due to boiler troubles on account of oil burning.

The Delaware and Hudson Company had in service 10 oil burning locomotives. In addition, certificates were issued for 17 coal burning locomotives which were used at various times during the season.

The oil burning locomotives were equipped with the Van Boden Ingalls burner.

No general oil storage plants were located at any terminal. Oil is shipped in tank cars, a flexible connection being made between tank cars and oil crane. Steam pump is used to force the oil from tank car to locomotive tank, using steam from the locomotive receiving oil.

No engine failures occurred which could be fairly charged to oil burning apparatus. Some trouble has been experienced on wide firebox boilers on account of fireboxes and flues leaking. This trouble was not of such a nature as to cause loss of time or engine failures being charged by train dispatchers.

Increased Cost of Operation on Account of Oil Burning Locomotives:

I have no official data as to the comparative cost of oil and coal. I have been unofficially informed that the consumption of oil is about as follows:

New York Central Lines: maximum gallons of oil consumed per mile in passenger service, 7.2; minimum gallons of oil consumed per mile in passenger service, 6.1; average gallons of oil consumed per mile in freight service, 10. The indications are that oil costs from 40 to 50 per cent more than coal as fuel.

The Delaware and Hudson Company: maximum gallons of oil consumed per mile in passenger service, 5.42; minimum gallons of oil consumed per mile in passenger service, 3.61; average gallons of oil consumed per mile in freight service, 9.8. The indications are that oil costs from 20 to 25 per cent more than coal as fuel.

The following tables show the various estimates and actual cost of installing oil burning locomotives:

COMPARISON OF ESTIMATE OF COST AND ACTUAL COST OF INSTALLATION OF OIL BURNING LOCOMOTIVES

Adirondack Division, New York Central and Hudson River Railroad:

Item.	Estimates, 1908.			Actual, 1910.	Explanatory.
	N. Y. C. & H. R. R.R.	Forest, Fish and Game Com.	Public Service Com.		
Number of locomotives equipped for oil burning.	54	42	48	19	No coal burning in estimates; actual permits coal burning at night.
Cost of equipping locomotives for oil burning.	$43,200	$21,000	$28,800	$14,796	

Adirondack Division, New York Central and Hudson River Railroad (concluded)

Item.	Estimates, 1908.			Actual, 1910.	Explanatory.
	N. Y. C. & H. R. R.R.	Forest, Fish and Game Com.	Public Service Com.		
Cost of equipping one locomotive for oil burning.	$800	$500	$600	$882	Wide fireboxes; narrow firebox on N. Y. & O. was equipped for $650
Cost of storage and service tanks.	$47,600	$21,486	$21,486	$5,876	
Cost of engine house addition at Malone.	$20,000	$7,500	$7,500	.....	Engine house was not built.
Total.....	$110,800	$49,986	$57,786	$20,672	

Carthage and Adirondack Branch, New York Central and Hudson River Railroad:

Item.	Estimates, 1908.			Actual, 1910.	Explanatory.
	N. Y. C. & H. R. R.R.	Forest, Fish and Game Com.	Public Service Com.		
Number of locomotives equipped for oil burning.	No estimate.	8	8	2	No coal burning in estimates; actual permits coal burning at night.
Cost of equipping locomotives for oil burning.		$4,000	$4,800	$1,300	
Cost of equipping one locomotive for oil burning.		$500	$600	$650	Narrow fireboxes; wide fireboxes on Adirondack Div. for $882.
Cost of storage and service tanks.		$2,862	$2,862	$1,516	
Total.....	.....	$6,862	$7,662	$2,816	

New York and Ottawa Railway:

Item.	Estimates, 1908.			Actual, 1910.	Explanatory.
	N. Y. C. & H. R. R.R.	Forest, Fish and Game Com.	Public Service Com.		
Number of locomotives equipped for oil burning.	No estimate.	4	4	2	
Cost of equipping locomotives for oil burning.		$2,000	$2,400	$1,300	
Cost of equipping one locomotive for oil burning.		$500	$600	$650	Narrow fireboxes; wide fireboxes on N. Y. C. & H. R. equipped for $882
Cost of storage and service tanks.		$2,562	$2,562	.....	Oil is obtained from N. Y. C. & H. R. plant located at Tupper Lake Jc.
Total.....	.....	$4,562	$4,962	$1,300	

Chateaugay Branch, Delaware and Hudson Company:

Item.	Estimates, 1908.			Actual, 1910.	Explanatory.
	The D. & H. Co.	Forest, Fish and Game Com.	Public Service Com.		
Number of locomotives equipped for oil burning.	115	22	22	10	No coal burning in estimates; actual permits coal burning at night and on narrow gauge locomotives.
Cost of equipping locomotives for oil burning.	$57,500	$11,000	$13,200	$7,800	Six wide and four narrow fireboxes.
Cost of equipping one locomotive for oil burning.	$500	$500	$600	Wide firebox, $900. Narrow firebox, $600.	Wide firebox, 90 ft. grate area. Narrow firebox, 34 ft. grate area.
Cost of storage and service tanks.	$160,000	$13,936	$13,936	$665	Pumps only installed at Plattsburgh and Lake Placid; tank cars used for storage (no demurrage).
Total.....	$217,500	$24,936	$27,136	$8,465	

Inspection of Coal Burning Locomotives:

Inspection was made in accordance with the regulations of this Commission of the spark-arresters and ash-pans of 89 coal burning locomotives, 11 of which were found to be in a defective condition at first inspection. During the year 1909 the spark-arresters and ash-pans of 109 coal burning locomotives were inspected, 67 of which were in a defective condition. The attached Table H shows the details of inspection of spark-arresters and ash-pans of coal burning locomotives:

TABLE H:

Forest Fire Elimination:

Railroad.	Coal burning locomotives: spark-arresters and ash-pans inspected.		
	Number.	Condition.	
		Bad.	Good.
Brooklyn Cooperage Company	.....	.....	.....
Cranberry Lake	1	.....	1
The Delaware and Hudson Company (Chateaugay branch)	4	.....	4
The Delaware and Hudson Company (Chateaugay Iron and Ore Co.)	13	1	12
Marion River Carry	1	1	.....
New York Central and Hudson River Railroad (Adirondack division)	51	5	46
New York Central and Hudson River Railroad (Carthage and Adirondack branch)	6	1	5
New York and Ottawa	10	2	8
Paul Smith's	1	1	.....
Rich Lumber Co	2	.....	2
Total	89	11	78

General Relative to Oil Burning Locomotives:

No special locomotives were built for oil burning. The New York Central and Hudson River Railroad Company used for general service on the Mohawk and Malone railway a locomotive having 54.93 sq. ft. of grate area and 200 lbs. boiler pressure. The Delaware and Hudson Company used for general service on the Chateaugay branch locomotives having about 85 sq. ft. of grate area and 200 lbs. boiler pressure. The large grate area of these locomotives was not conducive to the economical consumption of oil, and will have a tendency to increase the cost of firebox repairs above that of locomotives equipped with a well designed firebox for oil burning. The New York Central and Hudson River Railroad Company does not contemplate ordering any specially designed locomotives for this particular class of work. The Delaware and Hudson Company will have next year seven locomotives with narrow fireboxes especially designed for oil burning, and it is expected that one of these locomotives will be equipped with a superheater.

INVESTIGATION OF ACCIDENTS

Field investigation has been made of 30 accidents; correspondence investigation has been made of 101 accidents. The staff has been employed 71 days, or 10.4 per cent of its time, in attending to this work. Recommendations having in view prevention of accidents of a similar nature have been made after 40 investigations.

The following are the principal causes of the accidents investigated: broken axles, 18; broken truck arch-bars, 13; broken truck bolster, 1; broken tires, 3; broken wheels, 35; broken journal box brass, 1; broken journal box bolts, 1; broken journal box, 1; broken side rods, 2; broken water-glass, 1; defective wheels, 6; loose tires, 9; defective freight cars, 2; defective brake rigging, 10; failure of air brakes, 6; derailments, 10; collisions, 10; bad truck, 2.

The accidents investigated, with the exception of 22, were directly due to failures of equipment. Fully 40 per cent of the accidents investigated could have been avoided by more rigid inspection and a higher standard of maintenance.

The failure of castiron truck wheels caused 35, or 26.7 per cent. of all accidents investigated. The failure of castiron truck wheels in apparent good condition under heavy freight equipment is serious, and is the cause of a considerable number of freight derailments. The importance of a change in design or the character of materials used in wheel construction is realized by the leading wheel manufacturers and railway mechanical associations. Investigations and experimental work are being carried on by these manufacturers and associations to ascertain the possibilities of reinforcing the various wheel designs at vital places. A particularly weak point is at the throat of the wheel flange, and as this dimension is regulated by switch and frog clearances, the various organizations interested have been working in conjunction with the maintenance of way association. The importance of change in design or material of truck wheels under heavy modern freight equipment seems to be fully realized, and some definite action will soon have to be taken by the leading railroads either in the matter of improved design or changing the material from castiron to cast steel or rolled steel. Recommendations have been made as to the maintenance of Master Car Builders' standards. Also as to the maintenance of safety appliances in accordance with the Federal Safety Appliance Acts, and systematic inspection of important parts of cars and locomotives.

General Relative to the Investigation of Accidents:

The present rules and regulations of this Commission governing the reporting of railroad accidents require thorough revision. At present the rules and regulations are not sufficiently definite, and occasionally result in misleading and unimportant reports of accidents. A considerable number of the accidents reported can be satisfactorily inquired into by correspondence.

PASSENGER TRAIN DELAY AND ENGINE FAILURE REPORTS

The staff was employed 44 days, or 6.4 per cent of its time, compiling data, reports, attending to correspondence, and making field investigations relative to train service and engine failures; assistance of clerical staff and Inspector Rockwell not included.

Passenger Train Delay Reports:

Analysis of the reported causes of delays for the current twelve months, and comparison with the corresponding period of 1909, indicates that the principal causes of delays were as follows:

Nature.	Per cent of delays caused.	
	1910.	1909.
Engine failures	6.1	7.8
Failures of other equipment	1.8	2.4
Wrecks	4.9	6.5
Unfavorable condition of track	2.8	2.8
Waiting for trains on other divisions	33.4	27.6
Waiting for train connections with other railroads	13.4	13.2
Meeting and passing trains	6.1	6.9
Signals	1.2	1.4
Trains ahead	7.7	7.3
Waiting for orders	0.2	0.2
Train work at stations	14.1	16.4
Storms	2.4	1.3
All other causes	5.9	6.2

Comparison of Passenger Train Movement Reports: April, 1908, to October, 1910:

Railroad.	Seven months ended October, 1908.				Year ended October, 1909.				Year ended October, 1910.			
	Number of trains reported.	Number of trains late.	Per cent of trains on time.	Average minutes late per train reported.	Number of trains reported.	Number of trains late.	Per cent of trains on time.	Average minutes late per train reported.	Number of trains reported.	Number of trains late.	Per cent of trains on time.	Average minutes late per train reported.
Boston & Albany	8,005	820	90	2.4	13,890	1,227	91	2.2	14,206	2,203	85	1.9
Boston & Maine	10,033	2,695	73	5.1	16,724	3,585	78	5.2	17,108	4,774	82	4.6
Buffalo, Rochester & Pittsburgh	3,488	784	77	3.1	6,506	952	85	5.5	8,868	2,822	68	7.8
Delaware & Hudson	15,498	3,204	79	3.6	58,599	5,625	90	2.7	59,730	9,090	85	4.2
Delaware, Lackawanna & Western	5,793	682	88	1.5	9,225	417	95	1.6	15,290	2,002	87	3.7
Erie	48,268	11,444	76	4.5	79,940	7,636	90	2.0	85,500	14,803	83	5.1
Lehigh Valley	8,422	2,919	65	8.4	18,410	4,587	75	6.0	22,859	4,694	80	7.3
Long Island	14,463	1,911	87	1.8	32,418	4,512	86	1.8	35,369	6,037	83	2.6
New York, New Haven & Hartford	20,010	3,974	80	1.5	43,295	4,634	86	2.7	59,203	4,709	92	1.4
New York Central & Hudson River	168,781	23,115	86	3.6	281,267	29,240	90	2.7	285,232	53,681	81	6.1
New York, Ontario & Western	14,550	3,503	76	6.9	27,628	5,265	80	4.7	22,704	7,104	69	8.1
Pennsylvania	7,929	1,390	82	5.2	11,321	1,838	84	4.1	10,914	2,580	77	8.9
Rutland	2,658	452	83	4.6	5,116	863	83	8.0	5,174	1,529	71	12.2

General Relative to Passenger Train Delay Reports:

The present form of report requires extensive revision in order that it may be more useful and reliable. During the past six months systematic check and comparison have been made of train movement reports and train dispatchers' daily records. Within the past 60 days systematic checking and inquiry have been started in connection with individual trains which seem to be habitually late. Revised train movement report has been proposed and is awaiting the approval of the Commission.

Engine Failure Reports:

Analysis of the reported causes of engine failures for the current twelve months and comparison with the corresponding period of 1909 indicate that the principal causes of engine failures were as follows:

Nature.	Per cent of failures caused.	
	1910.	1909.
Hot bearings	9.4	16.1
Low steam	19.0	13.5
Leaking steam connections	15.5	29.1
Broken machinery	21.2	22.5
Miscellaneous, such as loose nuts, bolts, tires, wheels, burst air hose, etc	32.3	35.8

Comparison of Engine Failure Reports: April, 1908, to October, 1910:

Railroad.	Seven months ended October, 1908.				Year ended October, 1909.				Year ended October, 1910.			
	Passenger.		All classes.		Passenger.		All classes.		Passenger.		All classes.	
	Number of failures.	Miles run per failure.	Number of failures.	Miles run per failure.	Number of failures.	Miles run per failure.	Number of failures.	Miles run per failure.	Number of failures.	Miles run per failure.	Number of failures.	Miles run per failure.
Boston & Albany	94	7,218	312	4,170	49	12,830	230	15,006	88	10,903	129	18,064
Boston & Maine	189	2,474	586	2,076	159	4,108	586	3,496	149	3,894	534	4,237
Buffalo, Rochester & Pittsburgh	44	8,138	260	8,453	52	12,903	201	12,097	75	13,132	286	10,988
Delaware & Hudson	122	7,328	795	7,100	391	7,953	1,395	7,452	429	6,488	1,113	9,031
Delaware, Lackawanna & Western	102	14,020	241	20,117	157	16,300	360	22,159	223	11,889	451	18,157
Erie	674	4,552	2,060	4,530	475	9,285	1,566	9,889	654	7,264	1,750	9,278
Lehigh Valley	173	6,862	440	9,231	240	8,736	619	11,944	317	8,670	742	11,925
Long Island	212	9,311	299	10,215	275	11,607	359	13,574	305	11,776	389	14,330
New York, New Haven & Hartford	28	9,224	156	3,840	47	11,859	270	6,138	46	9,993	212	6,136
New York Central & Hudson River	1,564	7,996	3,342	9,429	2,011	10,896	4,113	13,281	3,226	7,819	5,898	10,394
New York, Ontario & Western	389	3,499	927	3,836	590	3,563	1,408	4,301	694	2,891	2,313	2,668
Pennsylvania	104	8,468	283	11,030	130	10,234	329	15,343	194	8,295	416	18,332
Rutland	30	9,297	100	5,773	74	7,232	136	7,726	108	8,378	177	10,249

General Relative to Engine Failure Reports:

The present form of report is generally satisfactory and requires slight revision. I believe an engine failure bulletin should be published quarterly. Mechanical department officials have made great effort this past year to improve mechanical conditions and thereby reduce engine failures to a minimum. The equipment inspections which have been made indicate that terminal inspection and maintenance have been perceptibly improved at many terminals.

SUGGESTIONS RELATIVE TO THE WORK OF THE ENSUING YEAR

Accident Investigations:

1. The present regulations governing the reporting of accidents should be thoroughly revised, particular attention being given to definite, clearly worded instructions as to the various classes of accidents to be reported.

2. Some person familiar with railroad operation should be made responsible for the supervision of accident work, including the assignment of accidents, correspondence incident to same, reports, etc.

Passenger Train Delay and Engine Failure Reports:

1. Railroad companies should be required to file their reports within fifteen days after the end of the month which the report covers.

2. Engine failure bulletins should be published at least quarterly.

3. The revised train movement report suggested should be adopted by the Commission at an early date.

Subjects Which Should Receive Special Attention:

1. The maintenance of safety appliances in accordance with the Federal Safety Appliance Acts.

2. Condition of spark-arresters and ash-pans on railroads running outside the Forest Preserve limits.

3. Equipping passenger cars with fire extinguishers.

4. Safety chains between tenders and locomotives to prevent firemen falling from decks.

5. The heating, ventilation, cleaning, and sanitation of passenger cars.

Respectfully submitted,
A. BUCHANAN, JR.,
Supervisor of Equipment.

INSPECTIONS OF STEAM RAILROADS

ADIRONDACK AND SAINT LAWRENCE RAILROAD.

Inspected May 26, 1910. Last previous inspection November 16, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Adirondack and St. Lawrence railroad and respectfully submit the following report:

The Adirondack and St. Lawrence railroad is a single track line extending from a connection with the St. Lawrence division of the New York Central and Hudson River railroad at DeKalb Junction to Hermon, a distance of 3.6 miles. There are approximately two miles of sidings, being mainly tracks in connection with the St. Lawrence Pyrites Company, which is the main source of business.

Extremely poor judgment has been used in the construction of this line, there being apparently no attempt made to secure either good alignment or grade. The maximum degree of curvature is 12 degrees and the maximum grade 4 per cent. The grade between DeKalb Junction and Stellaville, which is the location of the Pyrites company's mines, could have been made extremely uniform and very light, entailing probably an additional half mile of distance; as it is now constructed, however, this gradient will for all time limit the load, and will be very expensive to eliminate. The embankments are somewhat extensive but are in very good condition, the fills having been made with refuse from the Pyrites company. Several attempts have been made to eliminate the gradients by raising the low spots. The ditching, where it exists, is good and the drainage well taken care of.

The bridges and culverts are as a rule in good condition. The management is improving these each year by the installation of rail top culverts in place of those which have become somewhat disintegrated. There is one cattle-pass in which the masonry is apparently weak; this will be improved in a substantial manner during the present season. There is one trestle at Stellaville which is being filled with refuse from the mines; it is in good condition and safe for the traffic. No determined effort is being made to accomplish its elimination quickly, it being filled as the refuse comes from the mines; it will probably take another year to accomplish its complete elimination. All of the other openings are in good condition. During the past season a new cattle-pass has been constructed just north of Stellaville, eliminating an old one which was in bad condition.

Only one station building is maintained; this is a frame combination station located at Hermon. A platform is provided at Stellaville for the reception and discharge of passengers. At DeKalb the passengers use the station of the New York Central railroad. The interchange facilities at this point are not very good: a wooden platform has been provided on the south side of the track from which the A. & St. L. train arrives, by which the passengers walk to a road crossing east of the New York Central station which is located on the opposite side of the track. A

crossing which apparently was put in for baggage purposes is barred by a gate, which at the time of the inspection was locked and which was not opened for the use of passengers. No regular crossing is maintained at the highway crossing just east of the station, and passengers are compelled to walk across the tracks at any point or follow the board walk which leads to a hotel porch and then to the highway crossing. It is my opinion that better facilities for the interchange of passengers could be afforded at this point.

The track is in very good condition, being laid with 60-lb. rail. The ties are standard as to size and are mainly cedar. The leachings from the ballasting material, which is mainly the refuse from the Pyrites company, have apparently had a beneficial effect toward the preservation of the ties, as they nearly all appear to be in a very good condition, there being only a few which were badly rotted. These leachings also prevent the growth of any vegetation on the line, thereby giving the track a very good appearance.

The track appliances are modern and in fair condition. The switches are of the split point type and the frogs are mainly rigid. Some rigid stands are used and some old type ground levers. Switch lamps are operated in connection with the switches in the main tracks.

The right of way, the highway crossings, and fences are in good condition.

There is only one train operated on the line and no system of signaling is maintained. A combination coach is provided.

Recommendations: The improvements recommended in the last inspection report have apparently been made, with the exception that the filling of the trestle at Stellaville has not been completed. The masonry of the cattle-pass will be rebuilt very early during the present season. The management is apparently endeavoring to maintain the property in as good condition as is consistent with the traffic handled. I do not consider any recommendations necessary.

C. R. VANNEMAN,
Steam Railroad Inspector.

BATH AND HAMMONDSPORT RAILROAD.

Inspected June 2, 1910. Last previous inspection July 29, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Bath and Hammondsport railroad June 2, 1910, and respectfully submit the following report:

This line is single track, and extends from Bath, where it connects with the Delaware, Lackawanna and Western railroad and the Erie railroad, to Hammondsport, on Lake Keuka, a distance of 9.33 miles, and has a total of 1.66 miles of yard and side tracks. The line lies wholly in Steuben county.

The grades are generally heavy, the maximum being 132 ft. per mile and about 6300 ft. long, near Cold Spring station. The aggregate length of ascending grades, Bath to Hammondsport, is 2.9 miles, and the sum of the ascents 150 ft.; the aggregate length of descending grades is 5.42 miles, and the sum of the descents is 552 ft. There are 18 curves, of which the maximum is 6 degrees, located near Cold Spring station.

The cuts and embankments are in fair condition. In some cuts underdrainage would help the situation and increase the efficiency of the maintenance of way expenditure.

There is 1 steel bridge, 3 spans of 16 ft. each composed of 15-in. I-beams, and in good condition.

Of the open culverts and cattle-passes, 22 in number, ranging from 8 ft. to 17 ft. span, 16 have wooden stringers, 5 steel track rail stringers, and one 15-in. I-beams, and about half of them wooden abutments; all in fair condition.

The box and pipe culverts are apparently in good condition and free of obstructions to the passage of water.

The cross-ties are 7 x 9 in. x 8 ft. long: 45 per cent white oak, 2 per cent red oak, 12 per cent chestnut, 16.4 per cent yellow pine, and 24.6 per cent white cedar; about 8 per cent renewed since last previous inspection.

The rail is 60 lbs. per yard, steel, fastened by 24-in. 4-bolt angle splices; it is in fair condition.

Split switches, operated by switch stands with target signals, and rail frogs are used. No derailing switches, and none appear to be necessary.

The ballast is gravel of poor quality — the best available along the line, however — and engine cinders. One section, with a foreman and 4 men. Flags, lanterns, etc., are used in stopping trains in maintenance of way operations.

There are no railroad grade crossings. There are two junction connections with other railroads, the Delaware, Lackawanna and Western railroad and the Erie railroad, both at Bath. There are no interlocking plants. The right of way is in fair condition. There are no mile-posts. The highway crossings are in fair condition.

There is no regular block system, trains being operated under the "time limit" system and by telegraphic train orders. Opposing trains are run only on the personal order of the general agent.

The stations are in good condition. Repairs and improvements noted: 8 per cent of ties renewed; masonry of 5 bridges rebuilt; renewed timber of 3 open culverts, and 1 new 36-in. culvert installed.

There is no record of the amount spent on maintenance of way and structures in 1909, showing the ratio of labor to material. In 1908, of the total amount spent for maintenance of way and structures, 37.2 per cent was spent on labor, showing that the labor was well reinforced by material. It should be borne in mind by operating and maintenance officials that it is not always the total amount spent on maintenance that counts to the best advantage, but rather the spending of the right proportion of the total on the various items. Labor, when not reinforced by the necessary material to make its efforts effective, is far from being applied with the best results.

Recommendation: That more ditching and underdrainage be done.

W. L. DERR,
Inspector Steam Railroads.

BOSTON AND MAINE RAILROAD.

Inspected July 5 and 6, 1910. Last previous inspection November 10 and 11, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of that portion of the Boston and Maine railroad within the State of New York and submit the following report:

That portion of the Boston and Maine railroad within the State of New York is known as the Fitchburg division, and consists of the following: the main line, extending from the Vermont-State line to Rotterdam Junction, where a connection is made with the West Shore railroad; the Troy branch, extending from its connection with the main line at Johnsonville to Troy, where connection is made with the Troy Union railroad; the Saratoga and Schuylerville branch, extending from a connection with the main line east of Mechanicville to Saratoga, and from Schuyler Junction to Schuylerville; the Bennington branch, extending from its connection with the main line at Hoosick Junction to the Vermont-State line near White Creek.

The main line is double track from Johnsonville to Rotterdam with the exception of that portion across the Mohawk River bridge at Rotterdam, which is a gauntlet. East of Johnsonville the east- and westbound tracks occupy separate roadbeds, having been constructed at different times and on different locations. Since it afforded better grades eastbound, that line constructed to the north was chosen for the eastbound track, and hence the operation is left-handed from Johnsonville to Hoosick Falls, where the eastbound main crosses under the westbound main. They join on a double track roadbed at North Pownal, just east of the Vermont-State line. Between the east and west ends of Mechanicville yard, a distance of 1.04 miles, the trains of the B. & M. operate on the tracks of the D. & H. Co. From the latter point west to Crescent, a distance of 6.94 miles, a single track owned by the D. & H. Co., and one owned by the B. & M. R. R., constructed as a double track roadbed, are operated jointly as a double track railroad. This portion of the line is maintained by the D. & H. Co. The Troy branch is double track throughout. The Saratoga and Schuylerville and Bennington branches are single track railroads.

The main line follows the valley of the Hoosick river from a point about 2 miles east of the Hudson to the state line, the two separate lines east of Johnsonville following opposite banks of the river for portions of the distance. In order to avoid excessive curvature and expensive construction, the river is crossed at several points on heavy structures, one of them being a two span stone arch bridge, the arches having a span of over 50 ft. each. The construction is chiefly sidehill work, with the cuts generally in the clayey gravel which is the geological formation of this vicinity. There are a number of rock cuts where the line follows the stream closely. The crossing of the Hudson is made on an extensive structure consisting of nine deck truss spans on stone masonry. West of Mechanicville the line passes through the sandy deposits peculiar to this section. This affords first-class material for roadbed embankment, the drainage being excellent. Generally the cross-section is good. On portions of the single track construction, however, the shoulders are not full enough on the embankments, and the cuts have not been opened to a sufficient extent. The line east of the Hudson is naturally considerably curved, and the grades are fairly heavy and regular; west of the Hudson, it is slightly curved for about 10 miles and the grade over this portion is fairly heavy. The balance of the line into Rotterdam is first class, there being but few curves and slight grades.

The Troy branch is practically entirely sidehill work, rising as it does along the west slope of the Hudson valley until it reaches the valley of the Hoosick. This line was double tracked a few years ago, and the cuts and embankments are still somewhat irregular: they are generally well formed, but at several places, particularly near the eastern end, sufficient attention has

not been paid to the drainage, so that some little difficulty is had with the sliding banks. This makes it hard to keep the ditches clean. A thorough system of underdrainage should be installed in these cuts to eliminate this difficulty. The embankments are generally of very good cross-section, but at a few points it will be necessary to reinforce the shoulders with additional material.

The Saratoga and Schuylerville branch is particularly unfortunate in its location: the southern end was built through a section which is practically entirely clay. Naturally a great deal of trouble has been experienced in keeping the cuts open. However, numerous brickyards in this vicinity have been gradually removing the clay, so that eventually this source of trouble will be entirely eliminated. Several of the heavy cuts still remain, and they will require repeated cleanings. North of Saratoga lake the railroad follows the outlet known as Fish creek. The subsoil is swampy and affords a very unstable foundation for a railroad roadbed. At times of high water the entire sub-base of some sections is saturated, and the inevitable result — very rough track — follows. Some portions of the line between Schuyler Junction and Victory Mills are on higher ground, but generally the location is close to the stream bed. East of Victory Mills the company owns no right of way, and the railroad was forced to build upon a trestle for a considerable distance. Two of the trestles could be filled with little difficulty could the right so to do be secured. One section located within the stream bed, which has now become filled with debris, etc., could readily be filled without injuring the water right in the slightest. It appears that the owners of this right will not permit the filling, claiming that it will obstruct the flow of the water. From the present conditions I could find nothing which would warrant such a claim. These trestles are very expensive to maintain and are a constant source of danger from fire. During last year a portion of one crossing the creek was burned completely. Such misfortunes as this may result fatally if they are not discovered prior to the passage of a train. From Schuylerville to Saratoga Springs the right of way is in low, swampy ground of the same nature as that near Saratoga lake. The curvature is moderate, but the grades are fairly heavy south of Wayville; otherwise they are light.

The Bennington branch is constructed up the valley of the Walloomsac river. The line is somewhat crooked, but the grades are light. The cuts and fills are regular and fairly well formed. On account of the small amount of business done over this line, very little work has been done on it other than that necessary to keep it in fair condition.

The bridge structures of the entire line are in fairly good condition. The main line structures west of Johnsonville are in first-class condition. The bridge over the Hudson river is a deck truss bridge of 9 spans. The compression members are of the Phoenix riveted type, a form which has been discarded in modern bridge practice. These members appear to be in first-class condition and are well painted externally. From the nature of the construction, however, it is impossible to ascertain the condition of the interior, and hence there is more or less uncertainty as to the life of these members. In view of the heavy motive power which is being procured for use on these lines, it seems that it would not be amiss to consider the reconstruction of this bridge in modern form. The masonry appears to be in first-class condition. The deck, however, is particularly bad. Mention was made of this in last year's report, and your inspector was informed that material was on hand to replace it. I found that nothing had been done toward the accomplishment of this work. Every effort should be made to renew this deck before the close of the present season. East of Johnsonville on the eastbound main track there are a number of culverts and cattle-passes the masonry of which needs re-pointing. In order properly to preserve the masonry, this feature should receive prompt attention. The bridge seats on the majority of the bridges were dirty and apparently had not been cleaned for some time. On a number the paint was very poor. This was particularly noticeable on Nos. 233, 238, 249, and 250. These are short spans, which have probably been considered as unimportant; it is just as necessary to care for these as it is for the larger ones. There were a considerable number of bad ties on the bridges, particularly on the following: Nos. 238, 266, and 269. On bridge 247, the ties were very irregularly spaced. This can be effectually overcome by the application of a proper outside guard-rail, which in this case was deficient. Bridge 214 is a new reinforced concrete structure. Insufficient head room has been provided, for the culvert is nearly completely filled with gravel which has been carried down by the stream. It seems that the slope of the floor of the culvert is so much less than that of the stream, and the opening apparently so constructed, that the gravel and cobbles have been deposited directly in the entrance. In the designing of such structures as this, especial care should be taken to provide for excessive flows of water which carry with them immense amounts of debris of this nature. Had a steeper slope been given to the floor, it is probable that a better result would have been obtained. The northwest expansion bearing of bridge 225 is in poor condition. I noted one roller which was entirely out of position and two others which were considerably askew, so that they were unable properly to perform their function. The ticklers on many of the telltales at low overhead obstructions were missing. These were usually made of such light material that they become frayed and entangled with each other, so that they are ineffective. Just east of Johnsonville, on the westbound main track, there is a seven span frame bent trestle, the only one in the main track. This trestle spans a highway, and it appears that an excellent opportunity for the construction of a permanent masonry structure is here afforded. The timbers are now in good condition, but when renewal becomes necessary a permanent structure should be erected.

The structures on the Troy branch appear to be in first-class condition in all respects.

On the Bennington branch, a notable improvement is being made at North Hoosick by the elimination of the old wooden Howe truss which existed at that point, and the construction of a modern bridge of 2 spans of deck triangular riveted trusses and 1 span of deck plate girder. The old masonry was extensively improved. Part of the guard-rail on bridge No. 488 is in poor condition and should be renewed. The masonry of bridge 490 needs re-pointing. The piers supporting the bents of overhead bridge No. 489 appear to be in very poor condition.

The worst track structures observed were located on the Saratoga and Schuylerville branch. Very little has been done in maintaining this branch, and some of the wooden structures are in poor condition. A number of these bridges having masonry abutments were notably in need of re-pointing, and some of the steel work is becoming quite rusty. Overhead bridge telltales were missing in a number of instances. There had been an apparent settlement of the bridge seats of bridges Nos. 511, 530, and 534. Instead of raising the girders and inserting metal shims under the bearings, the settlement had been taken up by wooden shims under the rail. This sort of makeshift maintenance is distinctly deplorable and should be speedily eliminated. The southwest bridge seat of bridge 512 appears to be too narrow, affording but little space for the bearing plates. Some improvement could be made by shifting the girders, but little can be accomplished because the span appears too great for the girders. The only danger in this condition is that a displacement of the girders might take place through a derailment, in which case there would be so slight a margin of safety that the bridge would surely fail. On bridge 518 there are some poor caps and ties. On bridge 524 some caps, ties, and stringers were rotten, and similarly on bridge 522; both of these structures were mentioned in the 1909 report as requiring renewals; apparently nothing has been done, nor was anything contemplated in the immediate future. These structures should receive a general repair throughout. The guard-rail on bridge 512B is in poor condition. Bridge 554 is an extensive trestle: originally it was built of piles, but as renewals became necessary frame bents have been substituted, use of the old piles wherever they remained sound having been made; some of these piles still remain, and quite a number of them are considerably decayed. The southwest bridge seat of bridge 526 was broken and should be replaced. On a number of the structures bad ties were noted, which should be replaced.

The station structures of all the lines are in from fair to good condition; several have been newly painted and repaired. Generally they seem well adapted to the territory which they serve. The building at East Schaghticoke should be painted this season. There is no station now at Wayville on the Saratoga and Schuylerville branch, but I was informed that provision had been made for the construction of one during the present season. The eastbound platform at Hoosick Falls was in poor condition near the entrance to the waiting room, and it should be repaired.

As a whole, the track east of Johnsonville on the main line is in poor condition. This is particularly true of the eastbound main: the rail is rough and there are a great many low joints; the ties, while uniformly good, are frequently improperly spaced, and the ballast, where not completely lacking, is worn out and poor. On the eastbound main particularly, and on other portions of the line, there is scarcely a tie the surface of which is not completely burnt by ashes falling from the ash-pans of the locomotives. In several instances some of the ties which were old and slightly decayed have been practically consumed. Apparently the ash-pans are defective, or the firemen are distributing ashes all over the line. Something should be done to put an end to this wholesale wanton destruction of exceedingly valuable property. The westbound main is in better condition, but considerable improvement could be made to the entire track structure. The track appliances are in from fair to good condition, frogs, switches, and switch stands being generally good. The line and surface of the eastbound main is particularly poor, and it will require quite a great deal of work to put it in proper condition. This condition, in my opinion, is entirely unwarranted, and immediate steps should be taken to remedy it. To do this will require extensive re-ballasting and rail renewal, in addition to the surfacing and aligning necessary. Much of the

rail is so battered and bent that it will be practically impossible to get either good line or surface, and to attempt to put it in good surface will be labor wasted. I noticed that this railroad has adopted as standard the practice of laying rail on tangents with square joints, and on curves with staggered joints. The generally accepted best practice is to lay the rail throughout with staggered joints, since it is easier to maintain good riding qualities. The rough riding qualities generally present on rail laid with square joints was distinctly apparent on this road. From the present conditions and the perceptible difference between the surface on tangents and curves, it seems to me that it would be expedient for the B. & M. to lay any new rail with staggered joints throughout.

The line and surface of the Troy branch is also in need of attention: the rail on this branch is light, but in from fair to good condition; the ballast is poor and scant, and the poor surface is in part attributable to this. Generally, however, it seems to be a decided lack of proper tamping which has caused the trouble. This is not explained by a lack of force, for there are 7 men to each 3.10 miles of line. This seems to be entirely ample, and if good judgment is exercised by the supervisor and foreman, excellent line and surface should be maintained. The ties are in good condition, sufficient renewals having already been made, or will be before the close of the season.

The traffic over the Saratoga and Schuylerville branch is light, and hence the maintenance arising from this source is comparatively small. The lack of proper drainage, particularly between Saratoga lake and Saratoga, keeps the track in poor line and surface and requires a considerable amount of work to keep it in even fair condition. This is most noticeable in the winter and spring seasons. The rail is fair, a portion of it being laid with 76-lb. relayer rail which was in fair condition at the time it was laid. North of Saratoga lake however it is light and in many places there are quite a few short rails. This light rail is considerably worn and renewal should be promptly made. Many of the splice plates are broken, and in several instances I noticed that half splices with 2 bolts had been used. The frogs and switches, while in fair condition, are light, and should be renewed when the heavier rail is put down. The ties are generally in from fair to good condition; quite a number had already been placed in the track this year, and more were distributed. The worst feature about the ties in this track is that the small rail under the heavy loads had cut deeply into them, causing them eventually to break off before they had decayed sufficiently to require their renewal; the installation of the heavier rail will obviate this difficulty. The Bennington branch is in good condition: the light rail is fair, and as good line and surface as can be maintained properly with the available force and the quality and quantity of the ballast which is in the track, is maintained. The ties and track appliances are in good condition.

The fences along all the lines were in good condition. At a few points repairs were needed which should be taken care of in regular course. Three and six-tenths miles of new fence were constructed and 0.7 mile extensively repaired since the last inspection. Proper signs and planking are maintained at the various highway grade crossings.

At Petersburgh Junction 1 track of the Rutland railroad is crossed by the east- and westbound main tracks of the main line. An interlocking plant with derails in all tracks connected up is maintained. When the inspection train crossed while both east- and westbound, the derails on the Rutland railroad were not set. It would seem to be a much better practice if the locking device were so arranged that it would be impossible to display a clear signal on either line until the derails on the line to be crossed were set for the derail; unless this is done the interlocking is only a partial protection. The crossing frogs on this crossing are maintained by both lines, the set in the eastbound main being maintained by the Rutland, and the other by the B. & M. The former was in very poor condition, being considerably battered and very loose

At Eagle Bridge the eastbound main is crossed by one track of the D. & H. This crossing is not a direct crossing, but consists of a gauntlet track with ordinary turnout frogs at either end of the bridge crossing the river at this point. Both tracks are in circuit with the automatic signals, and a cabin is maintained at the western end of the bridge.

The main line, from Mechanicville to the state line, and the Troy branch are equipped with two-arm, two-position, lower quadrant, normal clear, automatic signals. This installation is equipped with the system which places the insulated section of track operating the relays about 200 ft. in advance of the mast, thereby causing the signal to assume the stop position before the train which sets it has reached the signal. Properly to inform enginemen of the insulated section, so that they may not overrun it in the event that the stop signal is displayed, a wooden marker is placed on the bank to the right of the signal, with the word "Block" printed thereon in large letters. I am not so sure that this practice is sound: first, because it permits an engineman to violate the primary rule of signaling — to run by a signal in the stop position; second, in the absence of an overlap there is the ever present danger of a train running the signal and thereby giving the clear indication to a following train. It does give the engineman assurance that the signals are working properly. No overlap other than that provided by the home and distant signals being on the same mast is provided. The signals seem to be well located, although there are particular instances where better judgment could have been displayed; a new installation was about completed between Rotterdam and Crescent, and there were two particular instances near the undercrossing of the D. & H. west of Crescent where much better locations were available without affecting the efficiency of the system. That portion operated jointly between Mechanicville and Crescent is also equipped with automatic signals which are maintained by the D. & H. Co. Green is used for clear, yellow for caution, and red for stop.

The other branches are operated under the telegraphic train order system, which seems to be ample for the traffic handled.

Interlocking plants are maintained at Petersburgh Junction, governing the crossing of the Rutland railroad; at Johnsonville, governing the junction of the east- and westbound main tracks, the Greenwich and Johnsonville railroad, the main line west of Johnsonville, and the Troy branch; at Hoosick Junction, governing the movements in connection with the Bennington branch and the east- and westbound mains. Interlocking plants are maintained by the D. & H. Co. at its connections with the B. & M. at Mechanicville station, the west end of Mechanicville yard, and at Crescent. The N. Y. C. & H. R. maintains an interlocking plant at the connection of the West Shore and the B. & M. at Rotterdam Junction

The plant at Johnsonville is quite complicated on account of the peculiar track movements at this point made necessary by the eastbound main east of Johnsonville being to the north of the westbound, thus making the operation left-handed, and causing trains bound from or to Troy and Mechanicville to cross over. From the topographical conditions in this vicinity it appears to me that the track layout could have been so arranged that this grade crossing could have been eliminated by undercrossings. Had this been done originally, it would have greatly simplified matters and relieved a considerable amount of detention which sometimes occurs here. Further, there is a considerable maintenance charge caused by the extensive interlocking plant, which would have been greatly reduced.

An extensive freight yard with transfer platforms, etc., is maintained at Rotterdam. At Mechanicville the yard is used practically jointly, that portion to the west of the main tracks being considered as the B. & M. yard. At Troy there is a small yard, which seems to meet the demands of the business there.

The Mechanicville situation seems to be very much complicated by the grade crossing of the D. & H. main line made necessary, and frequent detentions of considerable length are caused. These will always prevail so long as the grade crossing exists, and there does not appear to be any satisfactory solution which will not involve extensive and costly construction. The connection with the Saratoga and Schuylerville branch involves a back-up movement and the use of a "Y" to get the train from the Mechanicville station to the branch line; in view of the light traffic and the peculiar topographical conditions, no other solution seems practicable.

The largest portion of the passenger traffic on this branch is that occurring between Saratoga and Schuylerville. At present, trains are moved between these points with the locomotive backing up in one direction. This is caused by the absence of any method of turning the locomotives at Schuylerville. A regular American type 4-4-0 locomotive has been used, which at best is not considered proper in the back-up direction. Last winter a derailment occurred at Victory Mills which was apparently attributable to this practice and the very rough condition of the track. I was informed that a turntable was to be built at Schuylerville, but nothing had been done toward establishing it at the time of my inspection.

At best the traffic is light, and there are times when the receipts are much less than the expenses. To operate trains as they are now scheduled, the services of two crews are necessary, making it additionally expensive. From my study of the situation and observation of operation on another railroad under somewhat similar conditions, it is my opinion that the installation of a gasoline motor car would be advisable. The expense would certainly be much lighter, and the much pleasanter mode of travel afforded by the motor car might create a traffic of its own. I think that this matter is worthy of serious consideration by the management in this instance.

Generally, the passenger facilities afforded seem to be entirely ample. The stations as a rule are neat and sufficiently large to accommodate the business. Owing to the peculiar location of the tracks at Eagle Bridge, a shelter is necessary on the eastbound track. To reach this from the station building requires that the passengers walk about 200 or 300 ft. Aside from this inconvenience, the facilities afforded seem to be very good.

In view of the poor condition of the track structure already mentioned, I have made a study of the expenditures which this company has made for those items which directly affect the track. The figures used are taken from the annual reports rendered to the Commission. Unfortunately, no figures are available for just that portion which is located within New York state and with which this discussion is particularly interested, hence I have taken the figures given for the entire B. & M. For the fiscal years 1908 and 1909, I find the purely track expenditures to be divided about as follows:

	1908.		1909.	
	Amount.	Per cent of total.	Amount.	Per cent of total.
Ballast	$8,064 24	0.2	$5,835 37	0.2
Ties	574,298 66	15.8	845,232 70	27.9
Rails	851,009 17	23.5	247,541 21	8.2
Other track material	340,107 25	9.4	195,404 58	6.5
Roadway and track	1,847,215 68	51.1	1,730,087 59	57.2
	$3,620,695 00	100	$3,024,101 45	100

It will be noticed from this statement that there has been an increase in the ratio between the money spent on strictly track upkeep (aligning, surfacing, gauging, cleaning, etc.) and the total, and that there has been a decided decrease in the ratio between the amount spent on rails and the total.

From a close study of track maintenance, there is one point which strongly suggests itself: viz., that there is a certain ratio between the total money spent on strictly track maintenance and the labor involved, which is nearly a constant quantity for the best results. No arbitrary figure has been or can be established for any one railroad, owing to the peculiar conditions existing on each one. It is safe to argue, however, that 50 per cent is a high value for it, and that approximately 40 per cent will yield the ideal results. In track parlance this means that to expend more than 50 per cent of your total available track expenditures on roadway and track, is to waste that amount in excess; for it is apparently being expended in an endeavor to keep up the track on worn or unfit material, which will necessitate the duplication of the work in an unreasonably short period. It may be argued that on a line having light traffic this will not apply; but at the same time it is apparent that with good material on such a line, a much smaller roadway and track charge will maintain it, and the material will not wear out so fast. Hence it is obvious that the ratio will be practically the same.

In the case of the B. & M. we have a general figure which, while not exceptionally high, appears to be slightly too great for good results. For that portion within New York state it is my opinion that, were the figures available, we would find this ratio to be very much higher. My reasons for this are that from appearances no re-ballasting of any consequence has been done during the past year; that no rail renewals have been made, with the exception of 2.2 miles of new rail laid prior to November, 1909; that the tie renewals have apparently been about normal; and it is safe to assume that the roadway and track charge is normal. Hence it is obvious that the ratio of roadway and track to the total track expenditure must be far greater than that of the entire line, shown above: viz., 57.3 per cent for 1909.

This point is made as a suggestion, since it seems from my inspection that the condition of the track clearly indicates that the labor expenditure is being fruitlessly made; and further, that the ultimate expenditures, including those intangible charges incident to wear on equipment due to poor track, and the increased cost over normal charges necessary to bring conditions up to standard, will be entirely unwarranted.

In addition to the particular items already mentioned, the following improvements have been made during the past year: New freight house erected at Walloomsac; crossing houses erected at Hoosick Falls, Hoosick, and Troy; section house and signal house erected at Hoosick Falls. The following buildings have been painted: all buildings at Johnsonville; all buildings at Eagle Bridge; passenger station and pump station at Hoosick Falls; office at Adams Street depot, Troy; passenger station at Melrose; all buildings in yard at Rotterdam, excepting the engine house and two transfer houses; passenger station at North Hoosick; station at Walloomsac; passenger station at Saratoga Springs. The following bridges have been painted: Nos. 230, 256, 295, 496, 497, 507, and 531. Bridges Nos. 285, 286, 290, 291, 292, and 293 were partially painted. A modern locomotive coaling station is in process of erection at Troy.

Recommendations: That considerable underdrainage be undertaken, particularly on the Troy branch; that a number of the cuts on the eastern end of the Troy branch be sloped back; that the surface drainage on the Saratoga and Schuylerville branch be improved; that an endeavor be made to eliminate some of the trestles on the Saratoga and Schuylerville branch; that the masonry in general be re-pointed; that the renewal of bad ties on bridges on the main line be promptly undertaken; that the trestles on the Saratoga and Schuylerville branch be thoroughly repaired; that the expansion bearing on bridge 225 be properly adjusted; that missing ticklers on the telltales at overhead bridges be supplied; that the particular instances of poor construction mentioned in the body of the report be remedied; that the line and surface of the main line be very much improved; that an extensive rail renewal program be followed until the condition of the rail in the main line track is much improved; that the light rail on the Saratoga and Schuylerville branch be renewed; that the entire main line and Troy branch be thoroughly re-ballasted in those places where ballast is now conspicuously lacking; that the interlocking plant at Petersburgh Junction be properly used at all times; that the installation of the turntable at Schuylerville be speedily effected, and that the back-up movement now made be discontinued upon its completion.

With reference to the recommendations contained in the last report: apparently nothing was done with the decks of bridges Nos. 238, 270, and 488; the Howe truss on the Bennington branch has been removed, and a modern steel bridge substituted; there was no indication of anything having been done with the low overhead structures, of which there are a great many; apparently nothing has been done to the trestles on the Saratoga and Schuylerville branch, except in one instance where a portion of the structure was entirely consumed by fire; nothing has been done to the masonry of Nos. 243 and 276, or those on the Saratoga and Schuylerville branch; no rail renewals have been made. In general, therefore, it may be said that nothing has been done along the line of the recommendations made by your inspector, with the exception of the renewal of the bridge above mentioned; and as far as I was able to discern or ascertain, none was contemplated.

Respectfully,
C. R. VANNEMAN,
Steam Railroad Inspector.

BUFFALO AND SUSQUEHANNA RAILROAD AND BUFFALO AND SUSQUEHANNA RAILWAY.

Inspected September 19 and 20, 1910. Last previous inspection August 24 and 25, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Buffalo and Susquehanna railroad and the Buffalo and Susquehanna railway and report as follows:

There are two portions of this property within the State of New York: a single track line extending from a connection with the Erie railroad at Addison to the Pennsylvania-New York state line, a distance of 9.73 miles, formerly known as the Addison and Susquehanna railroad; and a single track line extending from the Pennsylvania-New York state line near Genesee to a connection with the Lake Shore and Michigan Southern railway at West Seneca, a distance of 94.41 miles. There are two branches, one known as the Springville branch, extending from a connection with the main line at Springville Junction to Springville, a distance of 1.36 miles; and a short branch in South Buffalo, 0.45 miles in length.

That portion between Addison and the Pennsylvania-New York state line is on a continuous grade and is very crooked, one curve being a 20-degree curve; there are quite a number of other curves which are quite sharp. The grade is broken and fairly heavy. Between the Pennsylvania-New York state line and Buffalo the grades are regular and easy, particularly of that portion between Wellsville and West Seneca, which constitutes the B. & S. railway; the curves are light and uniform, the general alignment being very good.

The roadbed construction on the Addison and Susquehanna is in only fair condition. The embankments are narrow and generally rough, the cuts are narrow, and the ditches as a rule are poor. On the main line conditions are somewhat better, although there are certain portions of the new line between Wellsville and West Seneca which could be materially improved both as to cuts and ditches. The drainage problem is one with which this railroad will have to struggle for a considerable time. The soil is generally a glacial drift and is usually well saturated with moisture. It is obvious, therefore, that all the money spent in this direction will be well spent. The company should make special efforts along all of its lines to solve successfully this problem. In a number of places there are what are known as "sink holes" or sliding banks, which keep continually settling or moving the track out of line. These are chiefly along the Genesee river, in that soil which is notoriously treacherous and for which there are few remedies which are within the means of the average railroad.

The track alignment and surface of the Addison and Susquehanna section is poor. A great deal of this unsatisfactory condition is due to the poor rail and ballasting material. New rail is to be applied to this section, after which much improvement may be expected. It should be noted, however, that unless much better ballast is installed and quite a large tie renewal is made, the rail will in a short time become badly bent and deteriorate very fast. In order to get the maximum life out of this rail considerable work must be done on the track substructure. The conditions on the main line are somewhat better although there is considerable room for improvement. The chief difficulty here lies with the ballast, the rail being practically new and in good condition. With the present ballasting material, very little permanent good results can be accomplished, and it is a waste of money to attempt to improve the surface conditions unless this deficiency is overcome.

The steel bridges as a rule are in fairly good shape, all on the new line being of modern type. The chief criticism is of their physical condition, nearly all of them being exceedingly rusty and otherwise badly maintained. Unless this condition is materially improved shortly, it will entail serious results in the future. Most of the masonry is concrete; some is stone; in a few instances I noted that pointing would improve the structures. The masonry as a whole is in good condition. The steel or iron work which badly needs painting is on the following bridges: 77-12, 78, 74-10, 73-29, 3-5, and 2-25. The ties on several of the structures need renewing, notably on 77-24, 84-33, and 74-10.

There are comparatively few timber structures, practically all of the existing ones being on the old portion of the property; some of these need attention, there being weak or decayed members here and there: 82-24 has a soft cap which should be renewed; 86-13 is a timber cattle-pass, also serving to carry a small stream: in its present state it is absolutely useless as a cattle-pass, being wholly impassable; a pipe or concrete culvert sufficiently large to take care of the water should be installed and a fill made over the same; 91-0 is a 2-span frame bent trestle, which is generally in poor condition: it should be promptly renewed; 80-18 is a pile bent trestle, two bents of which were settling: these bents are settling very unevenly, so that there is considerable cant to the surface of the cap; the difference in elevation under each set of stringers was taken up by shims; the tops of the piles should be made level and blocking should be inserted under each set of stringers; in 70-31 I noted a few soft stringers and several portions of the outside guard-rail which were badly decayed: these should be renewed.

A cheap but apparently effective method of protecting timber trestles from fire caused by hot cinders falling from passing trains, was noted: this consisted of one-inch boards being placed on the tops of the stringers between each tie, the space then filled with clean gravel. Such a method would be durable if the timbers were treated; it may promote early decay of untreated timber.

At a number of bridges I noted that thin wooden shims had been used under I-beams or girders to secure the necessary superelevation in the track. This method is at best only a makeshift. Metal blocks or castings should be substituted if it is the intention to secure the superelevation in this manner.

At bridge 42-32 the embankment at the ends of the U abutments is sliding away, leaving a portion of the ties unsupported; the fill should be widened at this point so that better shoulders will be afforded.

The masonry arches and culverts are in good condition: one known as Crawford's arch has become badly cracked owing to the sinking of the foundation; it has been thoroughly reinforced, however, and is in safe condition. All of the small pipe and box culverts appeared to be in good condition and free from obstruction. The waterway under bridge 270 is in poor condition and should be very much improved.

The station buildings appear to be ample for the needs of the communities and are in fairly good condition. Those on the new line between Wellsville and West Seneca are modern, but are becoming somewhat rusty and will soon need paint. Generally they are neat and clean. The station at Springville is rather antiquated and should be replaced by a structure better adapted to the needs of the business.

The rail on the main line is in good condition, the major portion of it being but five years old; that on the Addison and Susquehanna section was a relayer rail when installed, and the greater portion of it is in very poor condition. Provision for replacing 10 miles of it with new 30-lb. rail had been made and the installation was to have been begun at once.

The ties generally are in good condition with the exception of those on the Addison and Susquehanna. Few renewals have been necessary on the main line, but owing to the fact that many were of inferior grade and quality when laid the renewals in the next year or two will begin to be quite heavy. A fairly heavy renewal should be made under the new rail which is to be laid on the Addison and Susquehanna section, and at least 10 per cent renewal on that portion of the main line between the state line and Wellsville.

The switch stands are automatic in nearly every case and are equipped with targets and lanterns; the switches are the split point type and the frogs are spring rail. All the track appliances are maintained in good shape. Derailing switches are installed where necessary and are equipped with targets.

The ballast is chiefly a gravel mixed with clay and it is not of a good quality: it holds water too readily; and as might be expected, a number of churning joints were noted. Weeds were conspicuous in many places. Cinder and furnace slag have been used to some extent, and ballasting with these should be continued as fast as possible.

The right of way as a rule is in good condition, being generally clean; at one or two points an excessive growth of underbrush was noted. The fencing is good on the main line, with the exception of a few places between Wellsville and the state line. There are also a number of points on the Addison and Susquehanna which could be materially improved. Since the last inspection four miles of new fence have been built and three miles extensively repaired.

The road crossings are maintained in good condition. The crossing-signs, however, in a number of instances have become very dim and should be painted.

The track is patrolled daily, either by the whole section gang on a handcar or by individual members who work in the gang when not track-walking.

There are no grade crossings with steam or electric railroads.

Trains are operated under the telegraphic train order system and are blocked five minutes apart at stations. No interlocking plants exist.

The traffic on this road is fairly heavy, the majority of it being coal and coke from the Pennsylvania coal regions. Unfortunately, it does not haul this over all of its own line, that portion destined for Buffalo being delivered to the Shawmut in Pennsylvania and hauled by them to a connection with the B. & S. at Belvedere. This is done on account of the excessively heavy grades on the B. & S. in Pennsylvania, some of which permit of the present power hauling only three or four loaded cars when double-headed; this is naturally a very detrimental feature and one difficult to overcome.

The freight facilities along the line are apparently ample for the business. The terminal facilities at Buffalo are somewhat congested, but improvements are being made which may relieve the situation considerably. Similar congested conditions exist at Addison, where deliveries are made to the Erie railroad. It is difficult however to remedy this without a very expensive reconstruction, a procedure of doubtful wisdom.

It appears in general that during the past year conditions both as to traffic and facilities for handling it have improved very much, and the outlook is quite encouraging for much better results during the coming year.

Since the last inspection the following improvements and repairs have been made: 1 mile of new 80-lb. rail laid replacing worn out 80-lb. rail; trestle 94-7 renewed; bridge 3-0 filled (this is a very commendable improvement); one grade crossing, Lake avenue in Blasdell, eliminated; two cattle-passes, 86-13 and 94-15, rebuilt; repairs made to following open culverts and cattle-passses: 86-6, 86-23, 92-4, 92-29, and 93-15.

In reference to the recommendations made last year I noted: 1, that some improvement had been made in the ditches on the main line; 2, that the repairs to culverts and cattle-passes had apparently been made; 3, that but little had been done; large tie renewals are essential on these sections; 4, that only a few had been removed; considerable renewals were to be made shortly; 5, that quite a little slag had been distributed, but there is room for a great deal more; 6, that some improvements had been made; 7, that nothing had been done to the station at Springville.

I would suggest that as soon as possible the company endeavor to eliminate some of the excessive curvature on the Addison and Susquehanna section; some of this can be done with comparatively little expenditure, and the result will be that a much larger tonnage can be hauled southbound and the operating conditions northbound will be much safer.

I would recommend 1, that the bridge repairs mentioned in the report be promptly made; 2, that the installation of new ballast be continued as rapidly as possible; 3, that all narrow cuts and embankments be widened, and that the greatest efforts be expended in improving the drainage facilities on all portions of the line; 4, that at least a 15 per cent tie renewal be made on the Addison and Susquehanna section, and that at least 10 per cent renewal be made on that portion of the main line between the state line and Wellsville.

Respectfully,

C. R. VANNEMAN,

Steam Railroad Inspector.

BUFFALO CREEK RAILROAD.

Inspected May 19, 1910. Last previous inspection June 2, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Buffalo Creek railroad and respectfully submit the following report:

The Buffalo Creek railroad is a terminal road in the city of Buffalo, extending from a connection with the New York Central and Hudson River railroad near Howard street through the southern section of the city to a terminus on the island formed by the Buffalo river and the Blackwell canal, near the foot of Main street. There are two branches: one known as the Beach branch, which connects with the main line near the crossing of the Hamburg turnpike and extends along the lake front westerly to a connection with a short line operated by the Pennsylvania; the other is the Prenatt Street branch, which is a single track siding serving several industries along the street. The main line is double-tracked throughout and at numerous points has parallel storage and delivery sidings. The Beach branch consists of from one to four parallel tracks, the number varying with the location.

The business of the road is wholly freight, with the exception of a short portion over which the trains of the B., R. & P. and the Erie operate. Connections are made with nearly every railroad entering the city of Buffalo.

The trackage is as follows, in miles: main line: 4.08 first track, 4 second track, 2.08 third track, 12.17 sidings; Beach branch: 0.82 first track, 0.62 second track, 1.07 sidings; Prenatt Street branch: 0.80 first track, 1.16 sidings.

Since the line is built entirely within that territory adjacent to the lake front it is naturally on a fill, the adjoining lands, where undeveloped, being low and swampy. The embankments and ditches are in good condition.

The profile is practically level throughout, and the curves are light and few in number. The track is in very good surface and alignment, considering the use to which it is put.

The only track bridges in the main line are a double track two span through truss bridge (3 trusses), and a double track deck plate girder bridge. The latter is in good condition. The former is very old, with very light members, and otherwise in poor condition: The eye-bars in the lower chord of the westerly center truss in the panel nearest the pier are considerably bent. This was done, I was informed, by bridge men attempting to jack up the truss for the purpose of installing a new bridge seat. The lower chord of the panel next to the pier in the easterly center truss is in the same condition, and was supported by blocking on the day of the inspection. These deformities and supports cause eccentric stresses, the effect of which can not be determined. The easterly side of the center pier settled at one time, and the bridge seat is braced from the footing course of the masonry by timber. I noticed a number of the eye-bars were very loose, moving freely on the pins. It was impossible to ascertain the amount of wear on the pins or whether the eyes were very much elongated. Some deformation must exist, however, which when the bridge is loaded causes foreign stresses in the members. These, in conjunction with the normal stresses, must surely approach very closely the elastic limit of the material. The floor system, which is composed of floor beams and stringers, appears satisfactory; their exact condition however would require an extended survey and a complete investigation of the internal strains under the varying loads which they receive. The floor beams are carried by straps over the pins at the panel points in the lower chords, and by plates riveted to their ends. This method of support is of course out of date. Its sufficiency is open to question.

This bridge and the one over the Blackwell canal, on the Beach branch, are posted for a speed of 6 miles an hour, which speed was designated in connection with the last inspection as being safe. The average engineman is not exactly sure of the speed of 6 miles per hour; and since the difference between 6 and 10 miles per hour is hardly perceptible, the rule is frequently unintentionally violated. Hence it is my opinion that this rule should be modified to read that trains shall consume an amount of time in crossing the bridge, which shall be equivalent to running at the rate of 6 miles per hour, or 30 seconds. In order that strict adherence to the rule may be had, it seems advisable that a check system should be inaugurated whereby the management may be aware of the rate of speed at which the various crews run. It is my opinion that the speed of 6 miles per hour should not be exceeded, in view of the fact that the influences of impact, which increase with the speed, are indeterminate, and that many of the members of the bridge are stressed above the present maximum allowable unit, *with impact disregarded.*

On the Beach branch there is a through Pratt truss draw-span over the Blackwell canal, which is practically in the same physical condition as the bridge just described: it was constructed in 1883; the floor system is of the suspended type, and while of itself apparently ample for general traffic, is light for the ever increasing and sometimes abnormal concentrated loads occasioned by the handling of coal and ore loaded in steel hoppers of 100,000 lbs. capacity.

The exact condition of these bridges while under load is of course an indeterminate quantity, but the fact remains — and it is conceded by the railroad company and its engineers — that some of the members are stressed considerably above the present allowable unit stresses, when the computations are based on the original designed areas of cross-section. Whether the 37 years of service have had any effect on these areas is not stated, and can only be determined by an examination after removal. It is fair to assume, however, that the constant erosion which has been going on, and the additional deformations caused by accidents (of which there is present evidence), have certainly reduced these sections below their original areas, again assuming that those areas were equal to those called for in the design when the bridge was constructed.

The renewal of these bridges has been contemplated, and plans have been prepared for new structures; but foreign matters have interfered, and the projects are indefinitely suspended. This condition however should not continue, and some means should be devised to accomplish their speedy renewal.

The ties on the bridge over Buffalo creek are bad, and should be renewed.

There are 5 overhead bridges, 4 carrying streets and 1 the Lehigh Valley railroad, all of which are in good condition. Proper warning telltales are maintained at each. There are also 2 undergrade street crossings which are in good condition.

The road is laid with 80-lb. rail throughout in its main track, with the exception of a short piece in which there is 75-lb. rail. The very heavy and practically constant switching traffic which it sustains has worn it considerably, but it is in first-class condition as a whole. Renewals have been made where the wear has made them necessary. The fastenings are in good condition.

The ties are in first-class condition, and no comment appears necessary. They are chiefly oak.

The frogs and switches are modern and in good condition. Switch stands of modern type are provided. All track accessories are in first-class condition.

The track is well ballasted with cinder and furnace slag.

Proper section gangs under the direction of a supervisor and foremen are maintained.

The line is crossed at grade by the following railroads, protected as indicated:

Buffalo and Lake Erie Traction: 1 track of the trolley line crosses 3 tracks of the main line and 1 track of the Beach branch at the crossing of Hamburg turnpike. There are no derails in either line. A metal trough is provided over the trolley wire. Two watchmen are stationed at the crossing to protect movements over it. This crossing as it is now operated is not specially dangerous; however, when the question of renewing the highway bridge over the canal at this point is taken up, consideration of the elimination of the grade crossing in connection therewith would be desirable. The railroad traffic is very heavy at this point, and many detentions are caused thereby to the traffic on the highway and trolley.

Lake Shore and Michigan Southern: 2 tracks of the L. S. & M. S. cross 2 tracks of the B. C. An interlocking plant, with proper signals governing both lines, is maintained.

New York, Chicago and St. Louis, and Pennsylvania: 1 track of each crosses 2 tracks of B. C. Movements are governed by a tilting board.

Delaware, Lackawanna and Western: 2 tracks of this line cross 3 tracks of the B. C. Movements are governed by discs operated from a cabin at the intersection of the lines. This is a particularly dangerous crossing, both from the density of the traffic operating over it and the physical location. No view of an approaching train on either track is available until trains are nearly on the crossing. It should be protected by an interlocking plant, or eliminated entirely. The situation is further complicated by the crossing of the lines of the N. Y., C. & St. L. and the Pennsylvania, which parallel the B. C. just a few feet west of the B. C. crossing.

Erie: 4 tracks of this line cross 1 of the B. C.

Pennsylvania: 2 tracks of this line cross 1 of the B. C.

These two crossings are within 200 feet of each other, and movements over both, as well as movements over a crossing of the Erie and Pennsylvania a short distance south thereof, are governed by signals from one tower. No interlocking service is maintained. Movements over this crossing could be very properly governed by an interlocking plant, and it is my opinion that one should be installed.

All trains are required to come to a full stop at all crossings, except where interlocking is installed.

No system of signaling or train operation is maintained; trains are run by yard rules only.

Interlocking plants are maintained at Island Junction, the junction of the Beach branch with the main line, and at the crossing of the L. S. & M. S. The connection with the New York Central is also protected by an interlocking plant.

Inasmuch as the function of the road is primarily that of interchange and delivery, the facilities for this work must be first class if it is to accomplish its purpose. Close study has been given to this class of railroad work, and in general very successful solutions of the many problems presented have been evolved.

No important improvements have been made during the year. Regular maintenance repairs have been conducted to the extent of maintaining the property in very good condition.

Recommendations: That consistent and vigorous efforts be made by the railroad company to overcome the obstacles which are now holding up the reconstruction of the bridges over Buffalo creek and the Blackwell canal; that a certain definite time be allowed in which to cross the bridges, instead of the present rule of running at a rate not to exceed 6 miles per hour; that the company maintain a check system to determine that the speed of 6 miles per hour over these bridges is not exceeded; that the ties on the bridge over Buffalo creek be renewed; that the Buffalo Creek railroad install a suitable interlocking plant at its crossing with the D., L. & W.; that the crossings of the main line of the Erie and the Pennsylvania be protected by modern interlocking; that interlocked semaphore signals be installed in connection with the crossings of the Pennsylvania and the N. Y., C. & St. L. in South Buffalo.

C. R. VANNEMAN,
Steam Railroad Inspector.

BUFFALO CREEK TRANSFER RAILROAD.

Inspected May 19, 1910. Last previous inspection June 4, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Buffalo Creek Transfer railroad and respectfully report as follows:

The Buffalo Creek Transfer railroad, situated in the city of Buffalo, is used solely as a switching railroad by Frank Williams & Co. in the transportation of coal to their coal tipple on Buffalo creek, and also for the storage of cars. The total length of track is about 1.6 miles. The line is practically a switchback, it being necessary to use this method of operation in order to get in from the Buffalo Creek and Pennsylvania tracks with which it connects.

The rail is of various weights and is in satisfactory condition. The joints are of both the fish-plate and angle-bar type and sufficient bolts are in them to make the use of the track safe. The ties are 7 x 8 in. x 8 ft. 6 in. and a sufficient number are under the rail; they are renewed each year as safety demands. The frogs and switches are properly maintained.

I found the railroad to be in an entirely satisfactory condition considering its use, and no recommendations are necessary.

C. R. VANNEMAN,
Steam Railroad Inspector.

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY.

Inspected July 10, 11, 12, and 13, 1910. Last previous inspection June 21, 22, and 23, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of that portion of the Buffalo, Rochester and Pittsburgh railway within the State of New York and submit the following report:

The Buffalo, Rochester and Pittsburgh railway within the State of New York is composed of the following divisions and branches: the Rochester division, extending from Rochester to Ashford; the Lincoln Park and Charlotte branch, known as the Belt Line, extending from a connection with the Rochester division at Lincoln Park to Charlotte; the Dock branch, extending from its connection with the Belt Line at Dock Junction to the Genesee docks on the Genesee river; the Silver Springs branch, extending from a connection with the Rochester division at Silver Lake Junction to a connection with the Silver Lake railway at Silver Springs; the Buffalo division, extending from Buffalo Creek to the Pennsylvania-State line, north of Bradford, Penna.; the Salamanca branch, extending from its connection with the Buffalo division at East Salamanca to Salamanca.

All of the lines are single track, with the exception of that portion of the Buffalo division from its junction with the Rochester division at Ashford to the Pennsylvania-State line, which is double track.

The Rochester division at its northern end is constructed through comparatively level country, affording easy grades and little curvature. From LeRoy south the curves are numerous but not excessive, and the grades become heavier and less regular. A number of the latter are quite long, though somewhat broken. After reaching the watershed of the Allegheny, the grades again become better and the curvature less. The Buffalo division is constructed through fairly heavy country throughout its entire length, necessitating many curves and grades, some of the latter being quite heavy.

The general nature of the country through which the lines are built is not out of the ordinary, and no particularly difficult engineering problems were encountered. At a few points along the Buffalo division, particularly in the vicinity of the Cattaraugus drainage area, the formation is of a clayey nature, holding a great deal of water. These spots are quite unstable, but a determined effort has been made to eliminate this difficulty with a great deal of success. Underdrainage has been extensively undertaken with excellent results and is to be still further pursued where conditions demand it. This policy is to be especially commended, for in this as in nothing else does the secret of successful economical track maintenance lie. Not so much of it has been done on the Rochester division, and I noted a number of places where prompt instatement would be extremely advisable. In particular, I would mention the cuts south of Farmersville. Generally the form of the cuts and embankments is excellent. Great care has apparently been exercised to provide a good roadbed, and all essential modern practices have been adopted. The ditches of the entire line as a rule were in first-class condition. In a few instances I noted that some ditching might be done to advantage.

This railroad is unfortunate in the number of timber trestles in its line. On the Rochester division there are about 42 frame and pile bent trestles with a total of 232 spans. The maintenance of these trestles is quite an item, and the imminent danger from loss by fire is enormous. A policy of elimination as great as is consistent with the financial status of the road is being pursued, and I find this policy to be extremely liberal. In the meantime, those structures which can not be eliminated are being maintained in first-class condition. I noted here and there a few instances of needed repairs, which will be taken care of as soon as possible. These are all of a minor nature, such as independent poor ties, caps, stringers, bracing, etc., which are so isolated that the safety of the structures is not involved. I noted two cases, viz., in bridges 58.98 and 75.56, where no packing had been placed between the stringers. This practice is not good, for it permits the stringers to retain moisture, which promotes decay quite rapidly. In bridge A 0.93 on the Silver Springs branch, a portion of the guard-rail was in poor condition. The south abutment of bridge 82 has been undermined and a temporary support of piles and cribbing has been placed. A new abutment should be constructed, and the temporary portion removed. At the Erie undergrade crossing at Carrollton, bridge 111.67, there is a heavy modern riveted through truss bridge. On the north end, instead of filling in behind the abutment, a timber trestle has been constructed. This work should be completed and made permanent. The paint on this bridge was badly scaled, and heavy rust had accumulated on the exposed metal. Immediate steps should be taken to have this structure thoroughly cleaned and painted. It is certainly poor economy to permit an excellent structure of this type to get into such a poor condition. Just north of Ashford on the Buffalo division there are two structures, bridges 43.35 and 43.25, which are to be eliminated by a stream diversion. This can be very readily accomplished at a comparatively small cost and will be an excellent improvement. Two extensive trestles, viz. bridge 11.02 and bridge 39.66, of 12 and 20 spans respectively, were being eliminated by the construction of concrete arches. The fill over the latter was being made, while the work on the former had just begun. At Cascade Park, there is an extensive steel viaduct over the Cattaraugus creek. This is the largest structure on the line and appears to be in excellent condition. The general condition of the track structures shows distinctly that the management is looking after this branch of the maintenance in an efficient and thorough manner.

On the whole, the stations are in good condition. Some were rather small, but seemed to be of sufficient size to satisfy the demands of the communities they serve. Quite a number have wooden platforms. Those at Garbutt and Mumford had a few loose boards, and defective joists, which should be repaired. The screening platform at Wyoming needs re-surfacing. At Rochester, the old station building has been thoroughly remodeled. The waiting rooms have been extensively enlarged, redecorated, and refurnished, making a very thorough and attractive improvement. The terminal track layout has been completely changed, and new concrete platforms and wooden inverted umbrella shelters have been constructed. An expenditure of over $20,000 has been made on this feature.

The track of the Rochester division is in first-class shape. It is laid throughout with heavy rail which is in good condition. Renewals are being promptly made. Tie renewals are being judiciously and effectively made, so that the tie situation is first class. The ballast is generally good. It consists of cinders, gravel, slag, and stone. Some of the gravel ballast is poor, particularly south of Farmersville. Quite a little stone ballasting has been done, and preparations were in progress for more. A good track cross-section has been developed, and the stone is being placed in the track thoroughly. There is a notable absence of the veneer in this feature. The improvement is distinctly

meritorious and should be continued as circumstances will permit. Switches, frogs switchstands, etc., are first class and exceedingly well maintained. The right of way is clean and well cared for. The fences are excellent. The section gangs are ample and seem to be judiciously employed. The line and surface are generally good throughout. There were one or two places on the Rochester division where it could have been improved; most of these were due to improper drainage, and the fault will disappear as soon as that feature has been remedied. The track of the Buffalo division is in equally as good condition as the Rochester division. In some places it was excellent as to line and surface. I noted also that about ¾ mile of it was laid with steel ties; I made a close examination here and found them to be in very good condition. The only apparent difficulty is that some little trouble is experienced in holding the rail by means of the clips used; this has been the chief trouble experienced with this sort of tie, and it probably can not be permanently remedied. I was informed that otherwise the tie was a success. Heavy rail of 90 lbs. per yd. is being installed in rail renewals on the main line.

I noted along the line that this road has adopted the practice of marking each point of curve, and the end of the easement to each curve, by wooden posts located in the ditch adjacent to the track; on these posts is painted the degree of curve, and at the end of the easement the track elevation is painted. This seems to be a very good practice and secures uniformity in the riding qualities of the curves; it is also a great help to the trackmen in maintaining the line and surface.

At Lincoln Park: 1 track of the Pennsylvania railroad crossed; protected by a tilting board; all Pennsylvania railroad trains stop; B., R. & P. railway trains approach the crossing under full control, and proceed if a clear indication is displayed; the Pennsylvania line is used chiefly for freight.

At P. & L. Junction: 2 tracks of main line of Lehigh Valley railroad crossed; protected by a modern interlocking plant with derails.

At LeRoy: 1 track of the N. Y. C. & H. R. railroad, and 2 tracks of the Erie railroad, paralleling each other, crossed; protected by a tilting board; all trains come to a full stop.

At Machias: 2 tracks of the Pennsylvania railroad crossed; protected by a tilting board; all trains required to come to a full stop.

At Riverside Junction: 1 track of the Pennsylvania railroad crossed; protected by semaphore signals operated from a cabin situated at the Junction; the B., R. & P. track at this point is guantleted.

At Limestone: A freight track of the Erie railroad crossed; protected by a tilting board; this track is a sidetrack leading into a tannery, and only occasional movements are made over it; B., R. & P. railway trains do not stop if the signal is in their favor; Erie crews operate the signal when using the track, and protect themselves.

This railroad is operated under the telegraphic train order system. The operating rules require that passenger trains be kept a block apart, and that freight trains be spaced 10 minutes at block stations. Semaphores are installed at all important points. From my observation of the situation, I am of the opinion that the installation of an automatic block signal system would be desirable, especially between Rochester and LeRoy. While the stations are comparatively close on this section, it still seems that better control of the track could be had, and greater efficiency secured in the operation, by the installation of this system.

There are only two interlocking plants on the road, one at P. & L. Junction, governing the crossing of the Lehigh Valley railroad and maintained by the Lehigh Valley railroad; the other at Riverside Junction at the crossing of the Pennsylvania railroad, governing the use of the gauntlet and the crossing. It would seem that an interlocking plant would be desirable at Ashford at the junction of the Rochester and Buffalo divisions. As it is operated now, trains destined for the Rochester division must stop and set the switch and set it back again behind them; similarly, southbound trains on the Rochester division must go through the same procedure. This must involve considerable delay, which would at least pay for the maintenance of the plant and secure additional safety.

The terminal facilities at Rochester have recently been greatly improved. A very efficient and commodious carload delivery yard with paved roadways has been completed, and the passenger layout has been completely rearranged, giving a very simple and easily operated yard. This improvement is particularly commendable.

At the Genesee Docks, there has been completed a large coal handling plant for loading coal into vessels; and also a yard for loading cars on the car ferry operated between this point and Canada. Extensive track construction was involved, and some unique arrangements have been evolved for the expeditious handling of the cars. A large steel trestle of thoroughly modern design has been erected and is now in use. The car ferry feature, which is operated jointly by this road and one of the Canadian lines, is particularly interesting. This is a steel sea going vessel, in the hold of which are arranged four parallel tracks capable of holding a train of 30 cars. The cars are loaded and unloaded from the stern of the steamer, in a similar manner to the loading and unloading of the ordinary type of car ferry, or float. Owing to the construction of the stern of the steamer it has been necessary to evolve a special track layout, which is partially on the boat and on the shore. Provisions are made within the steamer to securely fasten the cars, so that there is no danger of movement. In addition to transporting cars, commodious accommodations are afforded for passengers. The trip across Lake Ontario is made in about 4 hours.

Freight facilities along the line apparently enable the road to handle its business as expeditiously as the single track will enable them to do. Passing sidings are distributed conveniently and seem sufficiently large to meet the requirements. The yard at Lincoln Park seems somewhat constricted, but probably handles the traffic satisfactorily in view of the fact that the greater portion of that destined for Rochester goes through on the Belt Line to the docks.

The passenger facilities are apparently exceedingly well cared for. Recently the management installed a gasoline motor car which operates between Rochester and LeRoy, making all stops between these points. The car is of modern steel construction, and has four compartments: viz., an engine room situated in the forward portion, which is shaped like the prow of a boat; behind this is a baggage compartment, which is connected directly with a smoking compartment; next there is a vestibule, and toilet facilities; the vestibule leads directly to the two side entrances which are located about the center of the car; in the rear portion, which is about one-half of the car, is the regular passenger compartment. The seats are arranged as in a standard coach, with the exception that they are wider, seating three average persons comfortably. The total seating capacity is 84. Very efficient ventilating and lighting systems are installed. The windows are circular, similar to the port holes in a steamer, and open inward, being hinged at the top, and when lifted up are locked securely to the ceiling. They can be unlocked by the conductor only. The car is manned by a crew of three: viz., a motorman, a baggageman who acts as brakeman when the occasion demands, and a conductor. The car is driven by an eight-cylinder gasoline motor with its axis at right angles to the center line of the car. Power is delivered to the driving wheels, which are the forward pair on the forward truck, by necessary gears and clutches. The car is operated in one direction only, but can be reversed when necessary, and moves at a good speed in that direction. A speed in the forward motion of 50 miles per hour has been attained on level track. The car as now operated makes 3 round trips between the two points per day. The schedule now in force permits running between the two points in 1 hour, and making 12 stops.

The efficiency of this method of passenger transportation for short distances on steam railroads, particularly in suburban territory of this nature, is generally accepted, and the results of the first month's operation of this car seem to prove it. The gross revenue per car-mile for this period was $0.3574, the expense, $0.3213, leaving a net revenue of $0.0361. This expense charge includes interest on the investment. It is very probable that an even better showing will be made in the future when it has been thoroughly tried out and the weak points developed and corrected. Similarly, it is probable that the fuel, stores, etc., charge may by familiarity be considerably reduced. An interesting feature incident to the operation of the car is the fact that the traffic on this section has apparently increased. The following table will illustrate this point:

Tickets sold.
(All stations between Rochester and LeRoy.)

	One way.	Round trip.
June, 1910	4,204	1,741
June, 1909	3,114	1,112
Increase	1,090	629

This increase in ticket sales represents practically an increase in revenue of about $900. No external reason other than the facility afforded by the operation of the car, and the very attractive method of traveling which it gives, can be assigned for this increase. It seems fair to assume therefore that the car has made some of its own traffic. A notable incident in connection with this is that considerable complaint was heard when it was necessary to withdraw the car from service for two days.

The yard facilities at Buffalo are apparently ample, and the yard itself seems to work satisfactorily. It is not large but is so laid out that movements may be made in it with the least waste of time. As long as the road remains single track and business continues at the present rate, it seems that this yard will suffice if always properly handled. On the Lake Front, the company owns a large ore dock, equipped with 2 modern Hewlett ore unloading machines. The yard is in rather cramped quarters, and it has been necessary to install transfer tables and special

inclines to handle the cars expeditiously. These have been very carefully worked out, and apparently work very efficiently.

During the past year very extensive improvements have been made, of which the following is an outline:

Track bridges replaced: bridge 0.12, original double track swing drawbridge, removed to new location and a double track Scherzer rolling lift span, 41 ft. 6 in. outside to outside, erected; bridge G 0.48, single track iron truss replaced by steel truss, 158 ft. center to center end pins; bridges G 0.53 and G 1.77, 73 ft. iron pony truss replaced with 73 ft. 10 in. through plate girder (solid floor); bridge G 2.86, iron pony truss, 70 ft. 9¾ in. replaced with through plate girder (solid floor); bridge G 2.96, iron through truss, 107 ft. 8 in. center to center end pins replaced with through truss, 109 ft. center to center end pins (solid floor); bridge G 3.03, iron pony truss, 54 ft. 6 in. center to center, replaced with through plate girder, 56 ft. 6 in. outside to outside.

Timber trestles replaced or filled: bridges, 6.13, 8.40, 9.40, 34.72, 62.86, and B 39.66.

Culverts and cattle-passes rebuilt, replaced, or filled: Nos. G 5.50, 4.87, 14.59, 15.35, 19.42, 28.14, 28.46, 28.71, 31.58, 33.10, 33.88, 45.07, and 45.42; of the foregoing, 4 were eliminated by the installation of castiron pipe varying from 12 in. to 36 in. in diameter; 5 by the construction of standard reinforced flat top concrete culverts; 2 by the construction of concrete cattle-passes; 2 filled in.

Stone box culverts replaced or filled: Nos. 21.26, 28.57, 40.71, 45.08, and 46.77; of these, 2 were filled in, and the balance were replaced by castiron pipe varying from 18 to 36 in. in diameter.

Bridge masonry rebuilt or extensively repaired: Nos. G 0.48, G 0.53, G 1.77, G 2.86, G 2.96, G 3.03, 0.12, 27.48, 52.54, 111.67, and B 21.13.

Timber culvert 22.78 was rebuilt.

The following buildings have been painted: Genesee Docks: passenger station, coal house and closet, passenger shelter, landing platform, and ice house; Rochester: watchmen's houses at Canal and King sts.; Wyoming: passenger and freight station; Gainesville: passenger and freight station, section tool house, sand house, pump house, 2 water tanks, and watchman's house; Hardys: passenger and freight station; Bliss: passenger and freight station, 2 section tool houses, pump house, engine supply house; Eagle: passenger and freight station; Freedom: section tool house; Farmersville: passenger and freight station, section tool house, pump house, water tank, inspectors' building; Elton: passenger and freight station; Bird: passenger and freight station, section tool house; Buffalo Creek; yard office, 2 telegraph towers, roundhouse trimmings, ice house, section tool house, carpenter shop, coach cleaner's house; East Hamburg: telegraph office, water tank; Orchard Park: passenger station, freight station; West Falls: passenger and freight station, section tool house; Jewettville: passenger and freight station; Colden: passenger and freight station; Ashford: passenger and freight station, 2 section tool houses; East Salamanca: passenger station, office building, 2 telegraph offices, pump house, bunk house, roundhouse trimmings, blacksmith shop, carpenter shop, sand house, freight transfer office; Salamanca: freight station; Limestone: passenger and freight station.

The following bridges have been painted: Nos. 0.12, 57.86, 81.67, 83.01, 83.74, 91.30, 91.75, 92.52, 93.58, B 2.38, B 4.07, B 4.11, B 9.02, B 18.97, B 45.07, 94.61, and 95.23.

The following fence was constructed: Rochester division: wire fence, new, 25.50 miles, repaired, 1.28 miles; snow fence, new, 0.18 miles, repaired, 1.34 miles. Buffalo division: wire fence, new, 12.85 miles, repaired, 4.81 miles; snow fence, new, 0.90 miles, repaired, 1.28 miles.

In addition to the above and those named in the body of the report, a "Y" has been constructed at LeRoy for the use of the motor car; 12 new coal pockets have been provided in the coal trestle at King Street, Rochester; a new ash handling plant and mechanical coaling station is being constructed at Lincoln Park; a 50,000 gallon water tank has been erected at Genesee Docks; 2 overhead highway bridges have been raised so that the clearance is at least 22 ft., viz., B 21.13 and 52.54; the driveways in Ganson St. freight station yard in Buffalo have been replaced with brick pavement; a modern brick passenger station is in course of erection at Springville.

The following bridges are to be replaced with concrete culverts or pipes during the present season: Nos. 38.79, 45.07, 49.06, 53.94, 79.07, and 77.26.

At Bradford, Penna., a new creosoting plant installed by the Allis-Chalmers Co. was about completed. This is a one-cylinder plant, and is designed to treat timber by the full-cell process, which consists of first, steaming the timber in the retort; second, producing a vacuum to draw out the sap; third, introducing the creosote oil; fourth, raising the pressure to from 100 to 125 lbs. per sq. in., and maintaining it until the desired penetration is secured; fifth, draining. In some cases a vacuum is produced at the end after the surplus oil has been drawn off, to prevent excessive drippage. The total time required to treat ties under this process is from 5 to 7 hours. The cost averages about 30 cents per tie, and the life of the timber is variably increased from 5 to 10 years and even more. At present the company is contracting for native hard woods such as beech, birch, and maple, which it proposes to treat at this plant. The average price paid for these ties delivered is about 45 cents. If such a life as stated above is secured, it can be readily seen that the treatment will be a valuable acquisition. The cost of the plant was about $60,000.

From the above enumeration it will be seen that a great deal of modernization has been accomplished, and especially that all of the improvements are intelligent and effective units in the whole system, tending toward an elaborate and efficient result. The bridge program is to be especially commended, in view of the great number of wooden structures with which this department has to deal. A number of years will be required before all will be finally eliminated, and probably in the meantime a great deal of apparently avoidable expense will be incurred in the maintenance of those which can not be taken care of. It is apparent that the management is fully awake to the necessity and effectiveness of these permanent improvements, and from the liberal policy already displayed, I infer that it is the intention to continue with probably greater liberality as long as financial conditions will permit. I would urge that the company bend all of its energies to the elimination of these wooden structures, so that the last one may be eradicated in the very near future.

Recommendations: I find that all necessary maintenance is being promptly and efficiently prosecuted, and that improvements are being made as fast as conditions will permit. Further, I find that the physical conditions existing on all the lines within New York state are first class, and therefore I have no recommendations to make, other than that the minor defects pointed out in the body of the report be remedied during the present season.

The recommendation mentioned in last year's report is being carried out as promptly as possible.

Respectfully,
C. R. VANNEMAN,
Steam Railroad Inspector.

CARTHAGE AND COPENHAGEN RAILROAD.

Inspected May 11 and November 18, 1910. Last previous inspection September 29, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Carthage and Copenhagen railroad, and respectfully submit the following report:

This line, single track, extends from Carthage Junction, Rome, Watertown and Ogdensburg railroad (N. Y. C. & H. R.), to Copenhagen, 8.68 miles, with 0.25 mile of sidings and yard track, and lies wholly in Lewis county.

The line has 15 curves, generally light, the maximum being 6 degrees. The aggregate length of the curves is 3.27 miles. The maximum grade is about 119 ft. per mile; the length of ascending grades 5.39 miles, with a total ascent of 509.2 ft.; and the descending grades 1.31 miles, with a total of 74.2 ft., reckoning from Carthage Junction to Copenhagen: a total of 6.70 miles of grades.

The road is practically a surface line and therefore has only light cuts and fills, the cross-sections of which are fairly well developed.

Bridges, culverts, and other openings in the track are all in good condition and apparently free of obstructions to the passage of water.

The ties are in good condition and appear to be fully spiked. In some instances there are less than 15 per 30 ft. rail length, and in such places they should be increased to that number.

The rail is 63 lbs. per yard, fastened with 4-bolt angle splices. Some of the rail is worn, and this is especially the case in the neighborhood of Carthage Junction.

Split point switches, operated by automatic switch stands with targets, and stiff frogs are used. No derails are in use, and none appear necessary.

The ballasting is not wholly completed, but is in progress. It is largely of engine cinders and gravel, the latter of poor quality but the best available along the line.

The track line and surface are fair and are being considerably improved this season.

There is 1 section, with a force consisting of a foreman and 6 men.

Right of way is in fair condition; fencing of wire, in good condition.

The highway crossings are in fair condition, with approaches well graded.

No block system is in use. The line is so operated that only one train at a time is on the road.

Stations are in fair condition.

Repairs and improvements consist of considerable ditching, ballasting, and tie renewals.

Recommendations: That a mile of new steel rail be laid near the Carthage Junction end of the line, and the best rails so taken be used in renewing the rail at various other points; that the number of ties per 30 ft. rail length be increased to 15 where there is less than that number.

Last year's recommendations have been generally carried out, except as regards rail renewals.

W. L. DERR,
Inspector Steam Railroads.

CATSKILL AND TANNERSVILLE RAILWAY.

Inspected June 23, 1910. Last previous inspection July 1, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Catskill and Tannersville railway June 23, 1910, and respectfully submit the following report:

This road, in connection with the Catskill Mountain railway and Otis Elevating railway, forms a line from the Hudson river to Tannersville. Its termini are Otis Summit, at head of plain, Otis Elevating railway, and Tannersville. Its length is 5.5 miles, with 0.40 mile of sidings and yard tracks. It is single track, narrow gauge (3 ft.), and located in Greene county.

Heavy curves and grades are the features of the road. The maximum curve is about 30 degrees, and maximum grade about 5 per cent.

The cuts and embankments are of fair cross-section, and ditches generally in fair condition.

There are no steel and iron bridges.

The timber trestles, open culverts, and cattle-passes are in fair condition.

The arch, box, and pipe culverts are in fair condition and free of obstructions to the passage of water.

The cross-ties are 6 x 8 in. x 6 ft. long, laid about 2816 per mile. They are generally in fair condition.

The rail is 40 and 45 lbs. Bessemer steel, and generally in fair condition. It is spliced with 18 in. 4-bolt flat plates and 21 in. 4-bolt angles. Some rail renewals will be needed in the near future, and should be cared for by laying new rail in a solid lot and using the best of that taken out for further renewals. The line is equipped with split switches, switch stands provided with targets and lamps, and stiff rail frogs. There are no derails and none seem needed.

The ballast is gravel of fair quality and quantity.

The line and surface are fair.

The switches and section force consist of one section manned with one foreman and six men.

There are no grade crossings of railroads.

There are no interlocking plants.

Highway crossings are in good condition as to approaches and planking. There are provided crossing-signs and whistling-posts.

There is no block system. Trains are moved under train rules.

Stations are in good condition.

In addition to ordinary repairs track and structures, considerable has been done in the way of strengthening bridges and the replacing of small blocking, etc., by new substantial construction.

The promptness with which the recommendations of the Commission relative to track and structures are carried out by the management of this road as well as the other lines of the Catskill Mountain system under the same management, is commendable.

Recommendation: That some rail renewals be made during the coming year.

W. L. DERR,
Inspector of Steam Railroads.

CATSKILL MOUNTAIN RAILWAY.

Inspected June 24, 1910. Last previous inspection July 1 and 20, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Catskill Mountain railway June 24, 1910, and respectfully submit the following report:

This line extends from the Hudson river at Catskill to Palenville, a distance of 15.75 miles, and from Cairo Junction to Cairo (Cairo railroad), 3.77 miles, and the Otis branch connecting the Otis Elevating railroad with the main line, a distance of 0.25 mile: a total of 19.77 miles main track and 1.86 miles yard and side tracks. It is narrow (3 feet) gauge, single track. The line is located in Greene county.

The maximum curvature is about 30 degrees, and the larger part of the line is curved. The maximum grade in the main line is about 125 ft. per mile going north, and the Cairo branch is about 135 ft. per mile going north.

The cuts and embankments generally are of good cross-section and well sloped. Some of the ditches are well sloped, but in general deeper ditches, and in some cases underdrainage, would give greater permanency to such work as the aligning and surfacing of track, etc.

The steel and iron bridges are in fair condition. The three truss bridges over the Catskill creek have wooden track stringers, and these stringers should be replaced by steel construction as it becomes necessary to renew them. The masonry is generally fair.

There are no wooden bridges.

The open culverts and cattle-passes are in fair condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The ties are principally yellow pine and chestnut, the former 80 per cent and the latter 20 per cent, laid about 3000 per mile.

The rail is 40 lbs. Bessemer steel, with continuous 4-bolt angle splices. Much of the rail is in fair condition, and its weight appears sufficient for the locomotives and cars it carries.

The line is equipped with split switches, switch stands with targets and lamps, and derails where needed. All are in fair condition.

The ballast is gravel, and in fair quantity, although a general raise of the tracks 2 or 3 in. along the whole line would improve its riding qualities.

The alignment is fair. Some surfacing was needed at the time of this inspection; but as a considerable force was then employed at such work, it is reasonable to believe that it is now in good condition.

The sections average about six miles in length and are manned by a foreman and 6 men. Red flags are used in protecting trains in maintenance of way operations.

There are no grade crossings of railroads.

There are no interlocking plants.

The right of way is in fair condition.

The highway crossings are in fair condition as to planking and the grading of approaches. One is protected by a flagman, and 21 are unprotected.

There is no block system.

Stations are in good condition.

Since last previous inspection 6655 new ties have been put on the track, 3.5 miles of the track have been re-ballasted with gravel, and about 0.15 mile of new 40-lb. rail has been laid on the main track.

A narrow gauge railroad seems to well fit the country through which this line runs. Being a local and summer tourist line, it is but slightly affected by the traffic consideration of most weight which can be urged against the narrow gauge: that of the inconvenience and expense of making connections with standard gauge railroads.

Owing to the increased facility with which a locomotive will pass around a curve of a narrow gauge road, very much heavier curvature is admissible than on a standard gauge road. This is due to the fact that there is much less slipping of the locomotive driving-wheels on curves of the narrow gauge road, because of considerable less difference in the lengths of the two rails of a curve. This condition admits of much more latitude in the location of a road, resulting in the greater economy of construction by permitting the line to more nearly conform to the surface contour; where curves of say 50 per cent greater radii would involve heavy cuts and fills, thus giving at times a prohibitive cost to a projected railroad into a sparsely settled country having but an intermittent source of traffic, as in the case of the country traversed by the Catskill Mountain railway.

In 1909 the ratio of the cost of labor to the total expenses of track material and labor was 55.45 per cent; in 1908 this ratio was 54.02 per cent: in the combined years 1909 and 1908, 54.76 per cent. For the two years 1909 and 1908 the ratio of labor to total maintenance of way and structure expenditure was 62.36 per cent.

The ratio of labor to total expenses of track material and labor is somewhat high, and indicates that the labor was not supported by sufficient material. It is pretty safe to assume that when the cost of labor in track work is more than one half the total for track material and labor, there is not enough material furnished to give permanent results to the track labor. The same may be said, in a more general way however, of the ratio of labor to total expenditures of the maintenance of way and structures.

Recommendations: That an increase be made in the number per year of new ties put on the track. Some new rail is needed and should be laid on in a solid lot, and the best of that taken out used to replace worn and otherwise damaged rails.

It would seem that the company has endeavored to carry out the recommendations of last year in relation to track and structures.

W. L. DERR,
Inspector of Steam Railroads.

CENTRAL DOCK AND TERMINAL RAILWAY.

Inspected July 24, 1910.

To the Public Service Commission, Second District:

GENTLEMEN: The Central Dock and Terminal Railway Company's railroad is located in the city of Buffalo, and has about

0.39 mile of sidetracks, used in connection with the Reading Coal and Iron Company's coal handling plant. It is alongside the New York Central and Hudson River railroad tracks, and actually forms a part of the Buffalo yard tracks of that line. It is in fair physical condition for yard service.

W. L. DERR,
Inspector of Steam Railroads.

CENTRAL NEW ENGLAND RAILWAY.

Inspected April 26, 27, and 28, 1910. Last previous inspection June 7, 8, and 9, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the lines owned and operated by the Central New England Railway Company within the State of New York and respectfully submit the following report:

The Central New England railway within the State is composed of 6 divisions or branches: viz., the main line, which extends from the Connecticut-State line to Campbell Hall; the Rhinecliff division, from Boston Corners to Rhinecliff, and from Silvernails to Rhinecliff Junction; the East Standfordville division, from West Salt Point to P. & E. Junction [the remainder of this division from West Pine Plains to West Salt Point was abandoned by order of the Commission, September 13, 1909]; the Hopewell branch, from Hopewell Junction to Poughkeepsie Junction; the Newburgh, Dutchess and Connecticut division, from Millerton to Pine Plains Junction, from Stissing Junction to Dutchess Junction, from Wicopee Junction to Fishkill Landing; the Hospital branch, from Poughkeepsie to the New York State Hospital and the New York Central connection. All of the lines are single tracked with the exception of four portions of the main line, viz., about two miles east of Hopewell, from Poughkeepsie Junction to a point west of the west end of Highland yard, from a point east of Modena to St. Elmo, and from Berea to Maybrook: a total of 15.28 miles.

In the construction of the railroad west of Poughkeepsie no especially difficult construction was encountered, with the exception of the cuts at Highland, which are in rock and quite extensive. The cuts and embankments are in and of gravel and sand and are well maintained. The ditches are good, with the exception of those in the vicinity of Highland. Here dirt is continually falling in from the sides, thereby keeping the ditches full and holding the water in the roadbed. This is particularly bad for the line and surface. The grades and curves are light and in good condition. East of Poughkeepsie, the main line is not so good. This portion was the original Poughkeepsie and Eastern railroad. It was constructed as cheaply as possible, and hence there are numerous curves which could have been eliminated at a slightly additional cost. The grades are good east of Pleasant Valley, the heaviest grade on the line (1.3 per cent) occurring just west of that point. This is occasioned by line crossing the divide between the valley of Wappingers creek and the small stream just north thereof. If a heavier cut had been made, the grade would have been considerably reduced. On account of this desire to keep the cost down, the minimum practicable in cuts and fills was the rule; with the result that in many places there are no ditches, and a great deal of trouble is experienced with the banks sliding down on the tracks. Similarly, the embankments are narrow and afford very little shoulder for the ties. The material is of a clayey consistency, and when wet becomes semi-fluid. The company is prosecuting a program of ditching and widening of the cuts and filling out of the shoulders, which is a marked improvement and very apparent. I would suggest that this program be more energetically followed in the future, in order that the benefit may be apparent over all that portion east of Poughkeepsie, and thereby reduce at once a heavy maintenance charge for annual cleaning of ditches and hauling away of material which has accumulated on the track. The N., D. & C. division is in very good condition as regards cuts, embankments, and ditches, with the exception of a few points east of Millbrook, and that portion of the line east of Pine Plains Junction. Very little traffic is sent over this latter portion on account of the heavy grades and sharp curvature, and hence expenses are kept down to the minimum. The other divisions and branches are in good condition, with the exception of a few points on the Rhinecliff division which will be taken care of this year. The track alignment and surface were in fair condition throughout. The inspection was made just at the season when the frost had finished coming out of the ground, and the maintenance forces were engaged in making tie renewals; hence it is difficult to give a fair opinion of this feature.

This company is maintaining an excellent program of bridge renewals and replacements. Many of the older bridges have been replaced, and a very comprehensive program is outlined for this season, which when fulfilled will have eliminated a great many of the older structures. Generally, the bridges and culverts are in from good to excellent condition. I noted a few instances where improvements might be made.

On the Newburgh, Dutchess and Connecticut division, bridges Nos. 459X and 459Y are badly in need of paint; overhead bridge No. 458A, which has a clearance of 15 ft. 4 in., has some timbers which are badly rotted and which should be promptly replaced; at the same time some improvement might be made in the clearance, although it is doubtful whether much could be gained owing to the fact that houses are located close to the abutments; bridge 455A is a light Warren truss, which I was informed is to be replaced during the present year by a plate girder: this should be done without fail, since the bridge is apparently too light for the modern equipment; bridge 442A is a timber trestle in which there were a number of bad stringers and caps: I was informed that these would be repaired during the present season; bridge 435D is a plate girder on timber bent abutments: it is planned to replace this with a concrete arch; bridge 424A consists of three spans of I-beams carried on steel bents and stone masonry; the steel bents are reinforced by frame bents; this construction should be promptly replaced by a modern heavy bridge; in bridge 403A, I noted some soft stringers which should be taken care of promptly; there were a number of rail top and pipe culverts on which parapet walls had not been constructed: these should be promptly built in order to maintain the embankments in proper condition. The Poughkeepsie bridge, a double track cantilever structure, appeared in excellent condition. The paint on the entire structure was good, and so far as could be observed by the casual inspection possible, there were no structural defects. The timber deck was in first-class condition. Some little trouble is experienced with rail running on the eastbound track; but it is being remedied apparently by the application of the anti-rail-creepers of a recent design, which not only hold the rail, but actually force it back, if advantage of the expansion and contraction of the rail is taken. The remaining bridges on this division were in satisfactory condition.

On the Rhinecliff division the track structures are generally in excellent condition. At Boston Corners there is an extensive timber trestle, known as bridge 201A. Many of the timbers in this trestle are bad and should be repaired. At one place in particular where an old crosswalk existed, a bulkhead had been constructed. This bulkhead was bulging badly and should be repaired at once. The alignment at this point is very bad, and I was informed that it was the intention to make a decided improvement, which would eliminate the trestle. This should be done at the earliest possible moment. General repairs and new ties are needed on bridge 206A, a single span timber stringer structure on piles. At bridge 209B there are a number of burned timbers which require renewal. Bridge 220A, reported last year as 207, has the U type of abutments. One of the wingwalls of the west abutments shows unmistakable signs of bulging, and your inspector recommended last year that it be rebuilt. Owing to the fact that usually failures of this kind give way suddenly when the embankment which they retain has become saturated, it is my opinion that this abutment should be promptly reconstructed. I would recommend that the U type be abandoned in the reconstruction. The west bulkhead of timber trestle 234E needs general repairing.

On the main line: Trestle 84B had a number of bad ties and several rotten braces which should be replaced. Overhead bridge 111C has a few bad sills which should be repaired. On bridge 111E the wooden guard-rail is in poor condition. Bridge 134A is a deck plate girder bridge on stone masonry. It is reinforced in the middle by a timber bent. Renewal is being considered, and should be undertaken promptly.

There are a number of small culverts and cattle-passes which are to be renewed or eliminated this year by modern structures, chiefly by concrete or pipe where permissible. Generally, the track structure situation is so well in hand that with another year's work it will be brought up to first-class condition, with only a few remaining structures which are not of the most modern type.

The station buildings along the line are generally satisfactory and in from fair to good condition. There are a number of old ones which could be well eliminated. At St. Elmo there is a small station building, and a box car used for freight. On account of the increased activities in this vicinity caused by the construction of the aqueduct for New York city, a much larger amount of business than that normally done is being taken care of. Naturally conditions are not proper. It is a question, however, whether it would be wise for the company to expend any large sum of money to take care of this temporary business in the manner in which it looks after similar permanent business on other parts of its lines. It seems however that a small modern structure is needed permanently at this point. The station building at Poughkeepsie is entirely out of keeping with the policy of the road: it is dirty and unkempt and serves the patrons most inadequately. A modern, well adapted structure is badly needed. The building at Rhinebeck is in a very dilapidated condition. The business from this station is not such as would warrant any extensive structure, but I think it would be expedient for the company to replace it by a small modern build-

ing adapted to the peculiar needs of the community. A liberal use of paint is in evidence on the stations, particularly on the N., D. & C. division, making them much more attractive. This policy should be extended generally over the whole line.

The heaviest business is carried on between Campbell Hall and Hopewell, and naturally requires the heaviest track structure. Heavy rail has been installed on this line, and west of Poughkeepsie ballast in sufficient quantities is being supplied to maintain the track properly. The ties are in good condition and renewals are being made as needed. Between Poughkeepsie and Hopewell only a sufficient amount of work to maintain the track in safe condition is being done, on account of the new double track line which is being constructed between these points and which will be in use this fall. The rail on the remainder of the branches, while light, is in from fair to good condition. Some of it is badly battered in short sections; these were to be replaced during this season by good relayer rail, which is to be released from the main line. The replacements should be continued as speedily as possible, as the limit of the life of some of the lighter rail will soon be reached. The track appliances in general are first class, being used judiciously and in sufficient quantity to maintain the track in safe condition. I noted that the rail joints on the new 90-lb. rail are being bolted up regularly, instead of staggering the nuts. It is my opinion that all joints in this heavy rail should have the nuts staggered, to guard against shearing off all of the nuts in case of a derailment. Formerly angle-bars were not punched so that this could be done, but those now manufactured for the heavier weights of rail will permit of this method. There are still a number of Fisher bridge joints in the main track of the Rhinecliff division west of Boston Corners. These should be speedily eliminated; it is very difficult to maintain them tight, and they are too light for the heavy, fast traffic now run over this division. There are also a number of cracked angle-plates which should be replaced. In this connection I wish to note that the life of some of the lighter rail can be very materially extended, particularly where joints have become somewhat bent, by the use of standard angle-plates of heavy design, the fishing angle of which is slightly greater than that of the rail head. When the bolts are set up tight on these they act as a wedge and make a good joint out of what was originally a very poor one.

At Red Hook I noted a 3-throw stub switch to which attention was called in last year's report. I was informed that a new split point switch was ordered and would be installed as soon as it arrived.

The ballast on the lines east of Poughkeepsie is scant in many places. A thorough re-ballasting, particularly of that portion between Poughkeepsie Junction and Stissing Junction on the main line, is needed. There are a few points on the Rhinecliff division which would be considerably improved by re-ballasting.

The road crossing-signs on the N., D. & C. division are dim and should be painted.

About 10.34 miles of new fence were built, and 8.21 miles extensively repaired. Generally, the fences are in from fair to good condition. On the main line east of Poughkeepsie there is quite a little fencing which will have to be entirely rebuilt. Some of it is torn down, and of no service. There are also a number of places on all of the lines which will have to be repaired or replaced. These will be attended to as fast as possible. I would suggest that it would be a good policy to install several fence gangs, and put all of the fencing in good condition at once. This will make it much easier to maintain in the future.

From the condition of the track and the number of men in evidence, I consider that a sufficient force is being maintained properly to look after the tracks and keep them in good condition.

Steam and electric railroad grade crossings: at Boston Corners, 2 tracks of the Harlem division of the N. Y. C. & H. R. are crossed. The crossing is protected by gates. All trains are required to come to a full stop. At Millerton, 1 track of the Harlem division, protected in the same manner. At Hopewell, 1 track of the N., D. & C. division crossed by 1 track of the Hopewell branch. Protected by an interlocking plant. At Matteawan, 1 track of the Fishkill Electric railway crossed by 1 track of the N., D. & C. division. The copper trough over the wire seems a little short, especially on the west side of the tracks, on which side the grade is quite steep. The crossing is protected by a flagman and gates. At Poughkeepsie, 1 track of the Poughkeepsie City and Wappingers Falls Electric railway crossed by the Hospital branch on North st., and by a "Y" connecting that branch with the main line on Parker ave. The only protection afforded at these crossings is that given by the conductors piloting their cars over the railroad tracks.

The main portion of the business done by this railroad is carried between Maybrook, where an extensive receiving and classification yard has been recently completed, and Hopewell, where a connection is made with the New York, New Haven and Hartford railroad. At Maybrook, connection is made with the Lehigh and Hudson, and at Campbell Hall with the N. Y., O. & W., the N. Y. C. & H. R., and the Erie. It is seen therefore that the C. N. E. becomes a connecting link between the New England states and the Pennsylvania coal fields. Hence the coal traffic forms the larger portion of the business. To enable the railroad to take care of this business properly, that portion of the main line between Highland and Maybrook has been equipped with an automatic block signaling system which is manual controlled on the single track sections for opposing traffic, and permissive for following traffic. The signals are of the two position, lower quadrant type, operated by electric motors deriving current from primary cells. They are cleared by the motor, and returned to the stop position by gravity. Red is used for stop, yellow for caution, and green for proceed. Most of the masts are single bladed; a few are double, having both the home and distant signal indications. Intermediate distant signals are installed at various points. The manual controlled feature of this installation for opposing traffic on the single track sections is quite interesting and very highly developed. To permit a train to pass over any one section, it is necessary for the operator at the entrance end of that section to secure permission from the operator at the outlet end. This is accomplished by means of push buttons which are in circuit with the track circuit; so that in the event of the track being occupied, it becomes impossible for the operator to give the permission. When this permission is once received, the operator at the entrance end sets up what is known as "Direction". By this means he locks up the instrument at the outlet end, so that the operator there can not give a clear signal for a train to enter the block in the opposing direction. When the operator at the entrance has performed this operation, he can clear the entrance signal for the approaching train, which is semi-automatic and can not be cleared again until the train has passed the next preceding automatic home signal. Similarly, outlying switches are under the control of operators, so that a train can not enter one without the permission of the operator; and if the switch be locked behind the train, it can not return to the main track without securing an unlock from the operator. Also so long as the switch at the siding remains set for the siding, the operators at the entrance and outlet can not admit a train. Each operation is automatically recorded by signs and miniature signals on the machine in the operator's cabin, so that he is aware of each move he makes and each signal indication he gives. It will be seen therefore that this system affords a very high degree of protection as long as the signal indications are obeyed by the trainmen. About 7 miles of this section have been double tracked between St. Elmo and Modena. By means of these two improvements, a saving of 45 minutes per train per day has been effected. There is under construction at this time, between Poughkeepsie Junction and Hopewell, an entirely new double track location, which will have a maximum curvature of 3 degrees and a maximum grade of 0.5 per cent compensated. All of the structures are of a modern permanent type, and the entire construction is being done in a first-class manner. This will permit the company to haul much heavier trains, and to handle the business much more expeditiously.

The other divisions and branches are operated under the telegraphic train order system. On account of the light business handled on them, it does not seem that any other system would be advisable.

With the completion of the new yard at Maybrook, the railroad is admirably equipped with freight terminal facilities. From a casual study of the situation, it appeared to me that the design employed in the layout of this yard was well adapted to the peculiar needs of the traffic handled. I noticed only one serious defect, namely, a highway grade crossing at the west end of the yard. From appearances it seems that this crossing is used quite extensively, and its elimination should be promptly considered. At the other places along the line, adequate freight facilities seem to have been afforded.

Interlocking plants are maintained at Poughkeepsie Junction and Hopewell. They are well equipped and maintained.

The following list of additions and betterments will show the extensive amount of work being carried on, and that completed during the past year. It is apparent that the management is using good judgment in the expenditure of this money, and that the improvements were badly needed.

On the main line: New milk platform at Briarcliff; new water softening plant at Maybrook; stations and freight houses at Clinton Corners and Pleasant Valley extensively repaired and painted; station at Salt Point extensively repaired and painted; a connection between the main line and the East Standfordville division at Standfordville for freight delivery purposes on the East Standfordville division tracks at this point, made necessary by the abandonment of the East Standfordville division, has been completed; new 80-lb. rail has been laid between Modena and Maybrook, and the track thoroughly re-ballasted; the east and westbound classification yards at Maybrook have been completed; the station at Poughkeepsie has been equipped with a steam heating plant; 6 sidetracks for industrial purposes at various points along the line have been completed; timber trestle 105A has been replaced with a deck plate girder; 1 stone box culvert has been replaced with a 36-in. castiron pipe; open culvert 71A changed to a standard rail top concrete culvert. The fol-

lowing improvements are under way, and will be completed this year: bridges 95A, 107C, 92A, 77A, 99A, 100A, 78B, and 90A to be reconstructed in modern form; new water station to be erected at Standfordville; new station siding at VanWagner; new sewer at Poughkeepsie station; new icing plant at Maybrook; station at Salt Point to be relocated and tracks rearranged.

On the Hopewell branch: A complete grade and curvature revision of the line, together with double tracking.

On the Rhinecliff division: Bridge 225A, formerly wooden stringer bridge, replaced with 36-in. castiron pipe; bridge 230A renewed with 48-in. castiron pipe; ties, stringers, and guard timbers of bridge 220A, a timber trestle, renewed; ties, stringers, and guard timbers of bridge 219A, a deck plate girder, renewed; masonry to bridge 215A extensively repaired; one stone box culvert replaced with 36-in. castiron pipe; 5 new concrete box culverts constructed; new delivery siding constructed and station siding extended at Red Hook; inside guard-rails placed on bridges 218B, 219A, 215A, 216A, 222A, 222B, and 214A.

On the N., D. & C. division: Girder bridge 413C replaced by 2 concrete rail top culverts; bridge 447A replaced by a 60-in. castiron pipe; bridge 452 replaced by concrete rail top culvert; deck on bridge 456A renewed; abutments of bridge 411A entirely reconstructed; piers of Millbrook trestle, bridge 430A, repaired and painted; inside guard-rails placed on bridges 454B, 456A, 448A; bridges 429A, 434C, 435C, 459C, 454C, 459E, 459F painted; new tool house erected at Bangall; the station buildings at Moores Mills, Billings, LaGrange, Arthursburgh, Brinkerhoff, Fishkill Village, and Matteawan painted; construction of new "Y" and engine house, and extensive rearrangement of tracks at Fishkill Landing; 1163 ft. of timber trestle at Fishkill Landing being filled.

On the Hospital branch: 750 ft. of timber trestle on state property is being filled, and the entire line is being re-ballasted. Upon the completion of this work the steam train service operated by the C. N. E. over this branch will be discontinued, and passenger service over the road will be operated by the Poughkeepsie City and Wappingers Falls Electric Railway Company. The Central New England Railway Company will continue to operate its freight service over this branch. Movements will be governed by the train staff system of signals. A pipe culvert has been installed to take care of the water at the trestle, and the undergrade road crossing at that point will be taken care of by the construction of girder bridge.

Recommendations: That bridges 459X and 459Y be painted; that the bad timbers in overhead bridge 458 be renewed, and if possible the clearance be increased; that bridge 455A be replaced by a heavier structure; that the bad portions of bridge 442A be replaced; that bridge 435D be reconstructed; that bridge 424A be reconstructed; that bad timbers in bridge 403A be replaced; that parapet walls be placed on all culverts and pipes where the fill over the same is shallow; that extensive repairs be made to bridge 201A, pending its entire elimination or renewal; that general repairs be made to bridges 206A and 209B; that the west abutment of bridge 220A be rebuilt; that the west bulkheads of bridge 234E be repaired; that the bad timbers in bridges 84B, 111C, and 111E be renewed; that bridge 134A be renewed; that a new station be erected at St. Elmo; that a thoroughly modern station be erected at Poughkeepsie; that a new station be erected at Rhinebeck; that the lines east of Poughkeepsie be re-ballasted on those portions where the ballast is poor and scant; that the clay cuts just east of Poughkeepsie be underdrained after they have been widened and standard ditches made; that underdrainage be undertaken at all those points where the roadbed is continually wet, and where difficulty is encountered in maintaining good line and surface; that the highway crossing signs be painted wherever they have become dim; that the highway crossing in the west end of Maybrook yard be eliminated; that the Fisher bridge joints still remaining in the main track be replaced by a proper angle-bar; that the replacement of broken or cracked angle-bars on the lighter rail be effected promptly; that the fencing on the entire line be promptly put in first-class condition; that the company adopt as standard the method of applying track bolts in rail joints, known as "staggering".

With reference to the recommendations contained in the report for 1909: The ditches between Poughkeepsie and Highland have been cleaned when they became obstructed, but nothing has been done to relieve this difficulty permanently. That portion of the East Standfordville division just east of Poughkeepsie is used only occasionally, and a thorough inspection is made before trains are permitted to pass. In view of the limited use, I do not consider that it would be wise to expend money on keeping these ditches open all the time. A consistent effort is being made on the whole line to improve the ditches and drainage. Nothing has been done to the abutment of bridge 207, now known as bridge 220A. In view of the abandonment of the East Standfordville division, it will be unnecessary to repair the bridges mentioned on that line. It is the intention of the company to replace bridges 434D and 454B (now known as 435D and 455B) on the N., D. & C. branch during this year; bridge 412B (now 413B) has been replaced by a double concrete box culvert, which is first class; they do not contemplate doing anything with either bridge 423A or 434C (now 424A and 435C), and I renew the recommendations in the case of 423A; in view of the fact that only light motive power is used on this branch, I consider that 434C will be satisfactory for a year at least. The design is good, and the metal appears in good condition. It is light when compared with some of the heavier modern bridges, but in my opinion is heavy enough to take care of the traffic on this branch for at least another year. Seven bridges were painted during the year. A greater number should be painted this year, and a systematic program should be adopted so that the metal may be preserved properly. The timber trestle on the Hospital branch has been filled. The ties in the track seem to be in good condition, and from the number distributed it appeared to me that renewals were being properly taken care of. Some of the Fisher joints have been replaced by standard angle-bars, but there are still a large number in the track. Some little ballasting had been done, but more should be done this year than during 1909. The right of way on the east end of the main line and on the Rhinecliff division, as well as the remainder of the line, was in good, clean condition. A great many repairs had been made to fencing, and this will be continued during the present year. A few crossing-signs had been painted; but there are a great many on which the paint is very dim, and in some instances the warning is indistinct. A general program of extensive repairs to stations and painting of the same has been adopted, which will eventually place this portion of the property in excellent condition.

Respectfully,
C. R. VANNEMAN,
Inspector Steam Railroads.

CHAMPLAIN AND ST. LAWRENCE RAILROAD.

Inspected September 23, 1910. Last previous inspection December 9, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Champlain and St. Lawrence railroad and respectfully submit the following report:

The Champlain and St. Lawrence railroad is a part of the Grand Trunk Railway system, and that portion within the State of New York extends from a connection with the railroad of The Delaware and Hudson Company north of Rouses Point to the International boundary between the United States and Canada. Its length is 1.21 miles, and there are about 2 miles of yard tracks.

The topography of the country is flat and the road is constructed entirely on a fill. The alignment is entirely straight with the exception of one curve located at Rouses Point: this is about a 3-degree curve. There is no perceptible grade. The embankment is ample, affording sufficient shoulder for the ballast.

There are but three structures on the line: two are framed and pile bent timber culverts, and the third is an open cattle-pit, also serving as a culvert. The culverts are in from fair to good condition. The cattle-pit consists of two heavy stringers to which the rail is spiked, carried on timber blocking resting on dry stone masonry. The masonry is bulging quite a little and should be replaced.

The rail is 79-lb. rail, connected with 24-in. 4-hole splice bars. The ties are 6 x 8 in. x 8 ft., laid at the rate of 2998 to the mile: they are chiefly cedar, and in from fair to good condition. I noted a number of them into which the rail had cut very deeply, and also two which were broken clear through under the rail. The rail was in fair condition, but quite a little of it was considerably worn. I noted a number of cracked and broken angle-bars. The track appliances, such as switch stands, switch points, frogs, guard-rails, etc., were in from fair to good condition. Some of the switch points were quite badly worn. All switches were equipped with proper targets. The ballast is a mixture of gravel and cinders of fair quality. The right of way, fences, road crossings and signs were maintained in good condition. The section force consists of a foreman and 6 men.

This track is used by the trains of The Delaware and Hudson Company to and from Montreal, as well as by the Grand Trunk; the travel therefore is quite heavy, especially during the summer season, and the power used is also heavy. It seems imperative that this track be kept up in such a manner as to conform to the standard set elsewhere by the Grand Trunk system. Of course trains northbound do not reach a very high rate of speed, but southbound trains may be running quite fast when they cross the boundary, and it was on this portion of the track that I found the broken joints and ties.

Recommendations: That the cattle-pit above referred to be put in good condition, and that the broken joints and ties and worn switch points be replaced.

Respectfully yours,
C. R. VANNEMAN,
Steam Railroad Inspector.

CONNECTING TERMINAL RAILROAD.

Inspected May 19, 1910. Last previous inspection June 3, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Connecting Terminal railroad and respectfully report as follows:

The Connecting Terminal railroad, situated on the island between the Blackwell canal and Buffalo creek in Buffalo, consists of several sidetracks connected with the Pennsylvania railroad, and serves the docks of the Anchor Line and the Terminal Elevator Company. There are about 2½ miles of track: some of these are used for storage purposes solely.

The rail varies in weight from 85 lbs. to 56 lbs. and is in from good to fair condition. All connections are properly made and the switches and frogs are properly maintained. Tie renewals had not been made for the year, but I was informed that they would be made shortly, and in sufficient number to secure the safety of the track.

No structures of any kind exist.

Generally the road is in good condition, and no recommendations are necessary.

C. R. VANNEMAN,
Steam Railroad Inspector.

CRANBERRY LAKE RAILROAD.

Inspected May 11, 12, 1910. Last previous inspection September 30, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Cranberry Lake railroad and respectfully submit the following report:

Length of line (single track), 6 miles; length of sidings, 1½ miles; maximum curvature, 10 degrees; maximum grade, 3 per cent; number of highway grade crossings, 3; number of timber trestles, 3; number of timber track bridges, 2; number of open culverts, 2; number of stations, 2; weight of rail, 60 lbs. per yd.; splices, 24-in. 4-bolt; switches, split point; frogs, stiff; ties, 6 x 8 in. x 8 ft.: hemlock, tamarack, beech, birch, cedar, etc.

The Cranberry Lake railroad, a single track line, extends from Benson Mines, a station on the St. Lawrence division of the New York Central and Hudson River railroad, to Wanakena, on Cranberry lake. This road was originally constructed as a lumber road for the transportation of the manufactured lumber of the Rich Lumber Company of Wanakena. Since its construction, Cranberry lake has developed into a summer resort, and a large business is done during the summer months. The line as originally laid down is considerably curved, although the curves are as a rule fairly light and short. The grades are regular and fairly steep, the heaviest being in the vicinity of Wanakena.

The cuts are generally in rock and are narrow, affording only a foot or 18 inches for a ditch. The embankments are in excellent shape with the exception of a few near Wanakena: the company has been recently improving these, making neat, clean fills, with good, wide shoulders; this work is well done and highly commendable. The ditches however have been neglected. The soil drains itself very readily, being composed of light sand, chiefly. There are a few places in Wanakena however which are swampy, and here extensive ditching would materially improve conditions.

Near the western end there are two pony wooden latticed trusses of about 50 ft. span: these are heavily constructed, and in addition are reinforced by substantial pile bents at the panel points, with heavy longitudinal stringers supporting the floor beams in conjunction with the lower chord of the truss. The floor beams are spaced about 12 in. center to center, and carry the rail. Concrete abutments with wooden retaining walls are used and appear entirely satisfactory. The timber in the bridge is apparently sound and good in every respect.

There are 3 timber trestles, one of 4 spans and two of 3 spans: these are made up of three stringers 8 x 10 in. under each rail, supported by timber blocking. The spans are 12 ft. center to center. Outside guard-rails are provided. These trestles were constructed new last year and are in good shape. No inside guard-rails are provided, and I do not consider them necessary in view of the scheduled speed being 12 miles per hour.

There are 2 single-span open culverts of about 12 ft. span each: these are timber spans on blocking, the one nearest Wanakena being of rather rough construction, especially the back walls and retaining walls; the other one was rebuilt last year and is modern.

There are one or two box culverts and open drains between ties; these are in good condition.

The ties in the track are of various kinds of native woods. Some spring renewals had been made and ties were distributed for more. A considerable number of the ties in the track appeared spongy, and several badly rolled, for which no provision had apparently been made by way of distributing new ties. These should be renewed this year, and it will be done before the season is over. Tie-plates are used on many of the curves.

The rail is in fairly good shape and is entirely sufficient for the light equipment used. I noticed one rail near Benson Mines which had been broken through about 2½ feet from one end and reinforced by a splice connection: this is sufficient as to strength, but a full length rail in its place would materially improve the condition. The splices were full bolted with the exception of about 6 splices, in which I noted bolts missing.

The switches are all of the split point type and are in fair condition. One near Wanakena was getting considerably worn, but will be sufficient for a year at least. The stands are of a low type, both the standard ground lever and the weighted lever being employed. Each stand is provided with a target and receptacle for lamps. The lamps are modern and in good condition. The targets are in need of paint. No switch locks are provided. The switch timbers are generally in good shape. I noted a broken head-block on an outlying switch situated about half way along the line; this should be replaced, and a lock should be placed on this switch.

The frogs used are all of the stiff type, in fair condition. No derailing switches are used, and none are necessary.

Sand, mine screenings, gravel, and cinder are used as ballast. On the whole it is satisfactory, and has been apparently considerably improved recently. A continuation of this work at several places will very greatly improve the roadbed.

The alignment and surfacing are very good and highly commendable. The elevation of the outer rail on curves is sufficient and uniform.

A gang of 1 foreman and 18 men is employed in the track maintenance; they also take care of the lumber roads of the lumber company.

The right of way is clean and generally free from brush, etc. A portion of the line goes through the forest, but it is cut back from the railroad for a distance of about 30 feet on each side; some little brush was noticed in this vicinity. The greater portion of the line, however, goes through a tract which was burned over during 1908, and hence is clean. There are a few small patches of brush and litter which should be cleaned up.

There are 3 highway crossings: these are properly maintained, and a warning sign of the diamond form is erected at each one.

The company has but one station, at Wanakena: this is a combination station and is in fair condition. The New York Central station at Benson Mines is used jointly. Telephone communication is maintained between Benson Mines and Wanakena, and since there is but one train on the road no block system is necessary.

The general maintenance work seems to have been prosecuted since the last inspection. Some little widening of cuts and ditching have been done in accordance with the recommendations made last year and filling of embankments has been continued. On the whole, this road is very well maintained, and the action of the management evidences a desire to place it in a first-class condition. Such recommendations as are made are recognized by the management as being in line with the improvements they consider essential and intend to make.

Recommendations: I recommend that the ditching and widening of cuts be continued extensively during the coming season; that the tie renewals be especially carefully looked after; that the switch targets be painted; that the switches in the main track be provided with locks, and kept locked when not in use; that the necessary track bolts be replaced and the loose ones tightened; that the brush and litter be promptly removed.

C. R. VANNEMAN,
Steam Railroad Inspector.

DANSVILLE AND MOUNT MORRIS RAILROAD.

Inspected June 3, 1910. Last previous inspection July 31, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Dansville and Mount Morris Railroad and respectfully submit the following report:

The Dansville and Mount Morris railroad, main line, is a single track line extending from Dansville to Mount Morris, where it connects with the Mount Morris branch, Rochester division, Erie railroad, a distance of 14.6 miles; length of sidings and yard tracks about 1.78 miles. Sonyea branch, connecting the main line with the Pennsylvania railroad, 0.28 miles long; no sidings.

The maximum curve is 4 degrees, 2 miles north of Dansville; the balance of curvature is light, in general the alignment being composed largely of long tangents. The maximum grade, from Dansville to about 2 miles north, is about 50 ft. per mile. Some sags near the Mount Morris end of line will probably give a grade of about 50 ft. per mile.

The line lies in a valley, with insufficient natural drainage and which is flooded by the heavy spring and summer rains; a stream passes through it, forming the main drainage, but its capacity is not sufficient to take care of the flood waters. Some artificial drainage has been attempted as a public improvement, but like much work of this kind is poorly located to get the best results. Instead of intercepting the water at the foot of the surrounding hills from which it enters the low lands, the general scheme seems to be to locate drains through the center of these lands, which results generally in submerging the lands before the water runs off. In many instances it has been necessary for the railroad company to build dykes along the top of embankments to protect the track against the action of running water, and this generally proves to be but a partial remedy if of any value at all, owing to there not being room enough on top of embankments to build dykes of sufficient height. The dyking of the creek and the location of the artificial drainage system would seem to be the best way to secure useful results. The railroad embankments, cuts, and ditches appear to be of sufficient cross-section for railroad purposes. The steel and iron bridges are in fair condition, except in some instances track ties are needed, and it is understood that renewals of same will be made this season. There are no wooden bridges. The timber trestles are in fair condition, with the exception of the timber guard-rails, which are of too small cross-section and which should be replaced with heavier material. This applies as well to steel and iron bridges. The open culverts and cattle-passes are in fair condition and appear to be free of obstructions to the passage of water.

The ties are 6 x 8 in. x 8 ft. long, laid about 2644 per mile, in the proportion of 70 per cent oak and the balance yellow pine and chestnut; about 5 per cent renewed since last inspection.

The rail and fastenings of the main line are about 3 miles 67-lb. rail and about 11.6 miles 63-lb. rail; Sonyea branch, 0.28 miles 60-lb. rail; and all fastened with 4-hole angle splices. Rail in fair condition.

The main track switches are split point, operated by automatic switch stands. Rigid rail frogs are used. No derails, and none seem necessary.

The ballast is generally of a poor quality, consisting mostly of gravel with a large admixture of loam; it is however the best available along the line, and the only supply except such engine cinders as are made by the company's locomotives. It produces a heavy growth of grass, which at all times assists greatly in heaving the track out of line and surface.

The alignment and surface of the track are not good, especially the surface. This situation is partly due to the heavy growth of grass and weeds in the track and around the ties. It is to be remembered by trackmen generally that growing grass and weeds heave track out of line and surface almost as much as does the action of frost.

The track sections are about 7.3 miles long, and the working force consists of a foreman and 7 men in summer and a foreman and 2 men in winter. Red flags are furnished each gang for signaling trains to stop. No regular trackwalkers are employed, the track being patrolled daily by a man from each gang who works part of the time with the gang.

There are no grade crossings of railroads and no interlocking plants. The right of way is fairly well fenced, but the weeds and undergrowth have apparently not been cut during the past year.

The highway grade crossings are in fair condition; none of them are protected. The stations are in fair condition.

About 5 per cent of the ties have been renewed since last previous inspection; about 3 miles of track re-ballasted with cinders; and about ⅛ mile of new fence built and 1 mile extensively repaired.

In 1908 the ratio of cost of labor to material, maintenance of way and structures, was 53 per cent, and in 1909 the labor ratio was 76.4 per cent, and the ratio for the two years combined 63.3 per cent. These ratios, especially that of 1909, were apparently greater than they should have been; even the average of the two years combined was high. This is a point which should be carefully studied by operating and maintenance officials, as only upon its well-directed application are good results to be had. No matter what amount the total expenditure may be, unless the labor is backed by a sufficient amount of material to give its efforts a degree of permanence the best efficiency is not obtained.

Recommendations: That the line and surface of track be improved; that the grass and weed growth be removed from between rails and for about 5 feet outside the rails; that the grass and undergrowth on the right of way be cut; that the tie renewal be at least 10 per cent per annum for the next two years. With the exception of the tie renewals, the recommendations of last year have been complied with.

W. L. DERR,
Inspector Steam Railroads.

DELAWARE AND EASTERN RAILROAD.

Inspected November 10, 1910. Last previous inspection August 10, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Delaware and Eastern railroad and respectfully submit herewith my report:

The Delaware and Eastern railroad is a single track line extending from a connection with the Ulster and Delaware railroad at Arkville to a connection with the New York, Ontario and Western railway at East Branch, a distance of 37.52 miles. There is one branch, known as the Andes branch, extending from a junction with the main line just west of Union Grove to Andes, a distance of 8.39 miles. There are 5.00 miles of sidings and yard tracks.

Topographically, the line is situated in very rough country. It follows for its entire length the eastern branch of the Delaware river, and the numerous curves which exist are made necessary to avoid heavy cuts and fills and expensive crossings of the stream. Despite these contingencies and the fact that the money available at the time of construction was limited, an admirable line has been secured. Advantage has been taken of every possibility, with a most excellent result. The maximum degree of curvature on the main line is 10 degrees, located at Harvard; that of the Andes branch is 12 degrees, located just east of Andes.

The fall in the river between Arkville and East Branch is very small, and hence it has been possible to secure a line with a very light grade, the maximum being at the rate of 48 ft. to the mile, located just west of Arkville; the grades on the Andes branch are heavier; in fact, the entire branch is on a continuous ascending grade westbound, the maximum being at the rate of 78.7 ft. to the mile.

Owing to the limited amount available for the cost of the construction a minimum of work consistent with safe operation was done; hence the cuts are all too narrow and the embankments are incomplete. In one instance on the Andes branch a sag was introduced which will eventually have to be eliminated. As may be expected with this method of construction, the ditches are in poor condition, and drainage can scarcely be said to exist. It can be plainly seen therefore that the inevitable result, poor line and surface, must exist. In order to put this line in proper shape so that the maintenance charge for track work proper may be reduced to a proper amount, and at the same time a good line and surface be produced, the cuts along the entire line should be increased to a width of not less than 21 feet at subgrade, and the embankments should be given a width of not less than 19 feet. To do this properly and in the most economical method a ditching machine should be used; this will provide the necessary ditches at the same time. Considerable of the soil along the line is of a clayey nature and it may be found that it will be necessary to resort to underdrainage to properly solve the problem. This should be done wherever conditions exist which demand it. The present line and surface, both of the main line and the branch, are poor: there are a few places where it is in fair condition, but generally it could be very materially improved. The worst places exist where there is poor drainage, and hence it is unwise to expend any money in attempting to improve these places until proper drainage has been provided. Very little if any improvement can be expected until this is done.

On the main line there are 4 steel or iron through truss bridges with trestle approaches; 2 single span through trusses; 18 I-beam culverts or cattle-passes on stone or concrete masonry; 3 through plate girder bridges; 1 through iron pony truss; and 2 framed trestles. On the Andes branch there are 4 framed trestles on concrete and pile foundations; 2 through plate girder bridges; 1 I-beam cattle-pass on framed bent abutments; and 2 culverts or cattle-passes with timber stringers on stone masonry. Most of the trusses and girders are second-hand bridges, and some of them are quite light in construction. The power used is light, and no heavier should be permitted over the line until some of the bridges have been replaced. The trestle approaches to some of the truss structures are necessary to provide additional waterway in time of floods. The iron and steel bridges are well painted, with one exception: this bridge was a new structure when erected, and apparently insufficient paint was applied at that time; it should be painted, promptly. The masonry is good: some of it is a combination of old stone masonry built several years ago when the line was first projected and new concrete. The old masonry should be carefully watched and repairs made as they become necessary from time to time. The trestles are all new and are in good condition with the exception of the approach to bridge 1: I noted a few soft caps on this structure. A few of the ties on the through truss just west of Arena are decayed and should be replaced. On many of the smaller culverts and cattle-passes insufficient outside guard-rails are provided; a 5x8 in. timber properly dappled for the ties should be securely applied to all of these structures.

The box and pipe culverts, where they exist, are in good condition.

The station buildings are very neat and attractive, being in every case apparently ample for the business. The outside finish was a plain stain. In some instances this is becoming considerably worn and another coat should be applied in order to maintain the buildings in their original neat appearance.

The track is laid throughout with second-hand 67-lb. rail with the exception of ½ mile of new 90-lb. rail laid since the last inspection. The old rail was in fairly good condition when laid and is so yet, but unless the surface and line are considerably improved it will become so badly bent as to practically make good line and surface impossible. With the present power this rail should last for a number of years. Four-bolt angle-bars, generally full bolted, are used.

The ties are in good condition and consist of 30 per cent yellow pine, 20 per cent oak, and 10 per cent chestnut, and 40 per cent various native woods. Necessary tie renewals have been comparatively light, but within another year it will be necessary to make extensive renewals. I would suggest that it might be an economy if tie-plates were used under all new rail as laid. Owing to the narrow base on the light section rail and the soft nature of some of the timber, this feature will be found exceedingly advisable.

Split point switches with rigid switch stands, and spring rail and stiff frogs, are used and are in good condition. I noted some of the switches which were not properly adjusted. Great care should be exercised in keeping the points tight to the stock rail. Necessary targets and switch lights are provided. No derailing switches are provided, and so far as could be observed none was necessary.

The ballast used is generally of only fair quality and rather scant quantity. Some of it contains a considerable quantity of clay, which unfits it for the purpose. In this ballast a great many "pumping" joints and low spots were observed: these could be remedied pending the instalment of a better quality of ballast by keeping the ends of the ties free so that the water will not be pocketed. In some sections a large amount of renewal would be advisable.

The right of way is in from fair to good condition. It is generally free from brush and weeds. Certain portions along the western end were noted where improvements could be made. The fences as a whole are in good condition, and considerable new fencing has been erected.

The highway crossings were generally good. Several were noted with bad planks.

The sections on the main line average 5 miles in length, with 4 to 5 men per gang during summer; on the branch there is one gang of 5 men. The track is patrolled by a member of the section gang.

At present the traffic is comparatively light, practically all originating on the line or is destined for points thereon. Very little through business is hauled. Hence the operating problem is comparatively easy to handle. Trains are run by time limit and telegraphic train order system, telegraph operation being provided at the important stations.

In view of the light traffic, yard and siding facilities are as yet incompletely developed. No extensive yards exist. There is apparent need at one or two points of increased station siding facilities, which are being taken care of as fast as possible. The passenger business is apparently very well provided for.

Just east of Shinhopple a lumber company has installed a short railroad, the rails of which are timber, which crosses the tracks of the Delaware and Eastern at grade: the crossing is effected by placing wooden rails over the steel rails. The equipment on the lumber road consists of a small boiler and engine mounted on 3-ft. gauge wheels to which the engine is geared, the over all dimensions being about 6 ft. long and 8 ft. high. One car, on which sawed lumber is piled, is hauled. No signals or other apparatus is provided to govern this crossing. Great care should be exercised when it is used, and the railroad company should insist that proper protection should be afforded its trains when the lumber company is using the crossing.

A considerable amount of hand ditching and slope wall work has been done; the line and surface apparently has been improved in certain localities; several sidings have been extended, making a total extension of about one-half mile; 10 miles of track reballasted; 2 miles of new fence built.

Recommendations: That a ditching machine be procured, and that all narrow cuts and embankments be widened; that underdrainage where necessary be provided; that a 10 per cent tie renewal be made next season; that the through truss east of Union Grove be painted; that renewals be made in the timbers of the trestle approach to bridge No. 1 where necessary; that ballasting be continued with the best available ballast.

With reference to the recommendations contained in the last report: the recommendations with regard to widening cuts and embankments, and riprapping, are being complied with as fast as the limited force available can do so. More economical and efficient means of accomplishing this result should be provided. The tie renewals have apparently been properly made.

C. R. VANNEMAN,
Steam Railroad Inspector.

THE DELAWARE AND HUDSON COMPANY'S RAILROAD

Inspected August 2, 3, 4, 18, 19, 20, 23, and 24, 1910. Last previous inspection June 3, 4, 5, 6, 8, 9, 10, and 11, 1908.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected The Delaware and Hudson Company's railroad August 2, 3, 4, 18, 19, 20, 23 and 24, 1910, and respectfully submit the following report:

The Susquehanna division main line extends from Albany to Binghamton: 142.59 miles first track, 95.33 miles second track, 150.43 miles sidings; with Cherry Valley, Sharon and Albany branch, Cobleskill Junction to Cherry Valley: 21.04 miles first track and 1.65 miles sidings; Cooperstown branch: 23.99 miles first track and 2.51 miles sidings; Schenectady and Duanesburgh branch: 13.79 miles first track, 14.37 miles second track, 4.63 miles sidings; Schenectady and Mechanicville branch: 9.93 miles first track, 4.17 miles second track, 2.07 miles sidings.

The Pennsylvania division, Lackawanna and Susquehanna branch, Nineveh, N. Y., to Pennsylvania-State line: 17.65 miles first track, 4.17 miles second track, 8.7 miles sidings.

The Susquehanna division connects with the New York Central and Hudson River railroad at Albany, and with the New York Central and Hudson River railroad (West Shore railroad) at Kenwood Junction, 1.57 miles south of Albany; and is crossed by and connects with the West Shore railroad at Voorheesville; with the Schenectady and Duanesburgh branch at Duanesburgh Junction; with the Schoharie Valley railroad at Schoharie Junction; with the Cherry Valley branch at Cherry Valley Junction; with the Cooperstown branch at Cooperstown Junction; with the Ulster and Delaware railroad at Oneonta. It is crossed by the New York, Ontario and Western railway at Sidney; connects with the Pennsylvania division at Nineveh, and with the Erie railroad at Binghamton. The Schenectady and Mechanicville branch connects with the Saratoga and Schenectady line at East Glenville. The Pennsylvania division connects with the Susquehanna division at Nineveh. The Susquehanna division passes through Albany, Schenectady, Schoharie, Otsego, Delaware, Chenango, and Broome counties, and the Pennsylvania division lies in Broome county.

There are some heavy grades, principally on the branch lines, and though the line is considerably curved the maximum curvature is not excessive.

The cuts and embankments of the Susquehanna and the Pennsylvania divisions are of good cross-section, generally have sufficiently inclined slopes to protect them against earth slips, and the surface ditches are free of obstructions to the passage of water. In some places underdrainage would help the local drainage situation by relieving the foot or toe of the slopes of cuts from the effects of underground water. Much of the destructive work of water on earthworks, it will be remembered, is due to the action of water coming from beneath the roadbed and which would be intercepted by underdrains and carried away without coming in contact with the foot, the weakest part, of the slope.

The tunnel on mile 127, near Tunnel station, is about 4300 ft. long, and in good condition. It is operated under absolute block working. Binghamton tunnel is in good condition; lining repaired since last previous inspection.

The more recent bridge structures are either heavy plate girder or of modern truss designs; many of the earlier bridges however are of the lattice type, which are probably not so strong as plate girders and recent truss bridges of the same span, since the shearing strains caused by the load are less perfectly transmitted to the chords than in the case of girders and trusses. No bridges of this type are now being built on the Delaware and Hudson, and those in use are being replaced by the more modern types as renewals become necessary. The particular detail to be considered in the maintenance of the earlier type of lattice bridges on this line is the lateral bracing of such as have their floor beams fastened only to the top of the chord, in which the lateral strains and the holding of the floor beam in place are dependent upon eight rivets. In many places these rivets show the effect of wear. In the later lattice bridges the floor beam and lateral brace fastenings are much improved by arranging the beam so that it is connected to both the top and bottom sides of the chord. The bridge masonry of both divisions is in good condition. There are no wooden bridges.

There are no timber trestles in the main line; those of the branch lines are in good condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The standard cross-tie used is 7 x 9 in. x 8.5 ft. long, laid 2816 per mile. The approximate proportions of various kinds of timber of cross-ties now in track, on the main lines, are 75 per cent pine, and 12½ per cent each oak and chestnut; on the branches, 50 per cent pine and 25 per cent each oak and chestnut. Since the last inspection the renewals have been about 14 per cent. The ties are in fair condition, and apparently during the past three years a decided betterment in ties has been made. It is noted that in 1908, of the total expenditure for maintenance of track materials about 43.7 per cent was for ties; and in 1909 the tie expenditure was about 53.34 per cent of the total. Tie-plates are in general use.

The 80- and 90-lb. rail is spliced with 30-in. 6-bolt angles, and the 56-, 62-, and 67-lb. rail with 22-in. and 24-in. 4-bolt angles. Some of the rails rolled in 1906 and 1907 are broken through the base, the breaks in most instances being in the form of a segment of a circle 6 to 8 inches long, and a middle ordinate of about 2 inches; some are vertical through the entire cross-section of the rail. This rail was being removed at the time of the inspection, and it is proposed by the company to have it all removed from points where high speed is made before the coming winter.

Split switches are generally used, all those in main tracks being of that type. The switch stands are in good condition, all of them in main track switches being provided with lamps, and most of them with target signals. In the district where there are automatic signals the main track switches are electrically interlocked with the signals, and signals for indicating whether there are trains in the block are placed near the switch stands for the purpose of giving information to trains lying on the sidings. The frogs are generally of the spring rail type. Derailing switches are in use where needed.

The ballast is generally of gravel and cinders. On the main lines it is of full section, but in some places on the branch lines it is scant. In many cuts underdrainage would materially strengthen the ballast. It is a fact so well known to trackmen as to hardly need a reference, that frost can have but little effect on ballast of any material kept free of moisture. While this is a condition never fully realized in practice, the nearer it is reached the better will be the ballast situation. Water naturally gravitates to surface openings, and therefore ballast in railroad cuts is necessarily more subjected to its disintegrating influences than the ballast on embankments, etc.

The alignment generally is good. Curves of over 3 degrees have easement (spiral) curves at their ends. Considerable track "out of surface" was noted, but this was to be expected as little surfacing had been done for six weeks prior to the inspection owing to labor difficulties.

Between Albany and Binghamton the track sections are equivalent to 4 miles of double track, the working force per section consisting of a foreman and 5 men; on the Cherry Valley branch the sections are 5 miles long, manned by a foreman and 3 men; on the Cooperstown branch the sections are 6 miles long, manned by a foreman and 6 men; on the Schenectady branch the sections are 5 miles long, and the force a foreman and 4 men in summer and a foreman and 3 men in winter; on the Schenectady and Mechanicville branch the length of sections is 5 miles, with a force consisting of a foreman and 4 men; and on the Pennsylvania division the sections are 5 miles long, with a force of one foreman and 5 men in summer and a foreman and 3 men in winter. Flags, lanterns, and torpedoes are used in protecting trains in maintenance of way operations. Regular trackwalkers patrol sections requiring special care; the other sections are patrolled daily by members of the section gangs.

On the Susquehanna division main line there are 3 steam railroad crossings. At Voorheesville the West Shore railroad is crossed at grade: no interlocking; the movement of trains over the crossing is governed by gates swinging across tracks and flags; at Sidney the New York, Ontario and Western railway is crossed at grade: interlocked switches and signals govern train movements there, but no derails are provided in The Delaware and Hudson Company's tracks; the New York, Ontario and Western trains stop before proceeding over the crossing, the Delaware and Hudson trains do not stop at the crossing; at Binghamton the Delaware, Lackawanna and Western railroad is crossed at grade, the movements over the crossing being protected by interlocking.

In addition to the interlocked points mentioned under head of railroad grade crossings, the following points are interlocked: Kenwood Junction (K. W. tower); D. J. tower, Delanson yard; Cooperstown Junction; Oneonta (M. X. tower); and Oneonta (Fonda Avenue tower). At Cherry Valley Junction a red ball by day and in addition a red light by night, displayed from the top of the signal mast located at the junction, indicate that the switches are set for southbound trains to the Cherry Valley branch, and when both and green balls or lights of these colors are displayed from the mast they indicate that the switches are set for northbound trains from the Cherry Valley branch. Northbound second-class extra trains have standing instructions to not exceed a speed of 10 miles per hour passing Cherry Valley Junction.

Owing to labor troubles existing for several weeks before this inspection, the weeds and grass had not been mowed. Fences in generally fair condition.

The highway crossings generally are well planked and graded.

Automatic electric block signals are used on the main line and in addition to the standard code train rules. The branches are operated under the code rules.

The stations are generally in fair condition and the housekeeping good.

Repairs and improvements noted are —

Rail: Susquehanna division: 30 miles single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Pennsylvania division: 7.7 miles single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Schenectady and Duanesburgh branch: 1.6 miles single track, 80-lb. Bessemer rail replaced by 90-lb. alloy Bessemer titanium rail; Rensselaer and Saratoga railroad: 17.3 miles single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Glens Falls railroad: 1 mile single track, 67-lb. rail replaced by 80-lb. re-laying rail; New York and Canada railroad: 6.7 miles single track, 80-lb. rail replaced by 90-lb. open hearth rail; West Troy and Green Island and Troy branch: 0.6 mile single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Washington railroad: 9.3 miles of 62-lb. rail and 8.78 miles 67-lb. rail, single track, replaced by 80-lb. re-laying rail.

Ballast renewed: Susquehanna division: 152 miles cinders, 4 miles cinders and ore sand, and 6 miles ore sand; Pennsylvania division: 24 miles cinders; Cherry Valley branch: 2 miles cinders; Cooperstown branch: 7.25 miles cinders; Schenectady and Duanesburgh branch: 5.8 miles gravel, 6.8 miles cinders, 2.8 miles ore sand; Schenectady and Mechanicville branch, 6.6 miles cinders.

Bridges replaced, strengthened, and renewed: Susquehanna division: 17 plate girder spans strengthened, 2 lattice bridges renewed, 9 plate girder spans renewed, 4 lattice bridges strengthened; Pennsylvania division: 3 plate girder spans strengthened, 1 plate girder span renewed, 1 3-span pin bridge, new heavy truss and new floor; Schenectady and Duanesburgh branch: 11 bridges renewed, 3 short plate girder spans renewed. Cherry Valley branch: 1 timber trestle rebuilt, near Hyndsville.

Open culverts, arches, and cattle-passes new, rebuilt, and repaired: Susquehanna division: 22 culverts repaired; Schenectady and Duanesburgh branch: 2 new cattle-passes built; Schenectady and Mechanicville branch: 1 repaired, 38 pipe culverts built, 22 arch and box culverts rebuilt.

Bridge masonry newly built and rebuilt: Susquehanna division: 2 new bridge abutments built; Pennsylvania division: 1 bridge abutment and pier repaired, bridge 49, over Susquehanna river; Schenectady and Daunesburgh branch: new masonry built for 11 bridges; Schenectady and Mechanicville branch: 2 bridge abutments rebuilt.

Buildings repaired and painted: Elsmere: station painted; Delmar: station and freight house repaired and painted; Slingerlands: station repaired; Meadowdale: station repaired and painted, tool-house and water-tank painted; Altamont: station repaired and painted, engine house repaired, tool-house built, freight house painted; Delanson: station and engine house repaired, ice-house and an interlocking tower built; Schoharie Junction: station repaired and painted, tool-house painted; Central Bridge: freight house repaired, pumping station built, tool-house built, station painted; Cobleskill: freight house repaired, inside of station painted, pumping station and tool house built; Richmondville: station repaired; East Worcester: station repaired and painted, tool-house painted; Worcester: pumping plant built; Schenevus: station repaired and inside painted, tool-house built; Maryland: station repaired; Collier's station and tool-house painted; Oneonta: station, freight house, shop buildings, and engine house repaired, pumping station and tool-house built; Otego: inside of station painted; Unadilla: freight house repaired, tool-house built; Sidney: buildings and station repaired, and station painted; Bainbridge: station repaired and painted, and tool-house painted; Afton: repairs to station, and tool-house built; Nineveh: station repaired and tool-house built; Tunnel: station repaired and painted, tool-house and water-tank painted; Sanitaria Springs and Port Crane: stations repaired; Binghamton: freight house, engine house, and shops repaired, tool-house built, addition to interlocking tower built, tower and yard office painted; Hyndsville, Seward, Sharon Springs, and Cherry Valley: stations repaired; Seward: tool-house built; Portlandville: station and tool-house painted; Milford: station repaired and painted, tool-house built; Phœnix Mills: station repaired and painted, tool-house painted; Cooperstown: station and engine house repaired, tool-house and water-tank painted, tool-house built; Daunesburgh: station built (old line), station

(new line) repaired and painted, water-tank and tool-house painted; South Schenectady: new waiting room added to station, tool-house built; Schenectady: freight house repaired; Elnora: station repaired.

Bridges painted: Susquehanna division, total 57; Pennsylvania division, bridge 49; Cherry Valley branch, 3 bridges; Schenectady and Duanesburgh branch, 17 bridges.

Fence rebuilt: Susquehanna division, 7 miles; Pennsylvania division, 0.75 mile; Cherry Valley branch, 1.25 miles; Cooperstown branch, 0.75 mile; Schenectady and Daunesburgh branch, 11 miles.

Sidings and yard tracks: Susquehanna division, 3.18 miles siding and yard tracks built; Schenectady and Daunesburgh branch, 13.3 miles second track built, and 6.24 miles sidetracks renewed.

Other improvements: Susquehanna division: Binghamton, cinder pit built; ventilating shaft of tunnel near Tunnel station completed; lining of Binghamton tunnel repaired.

Saratoga and Champlain Division:

The Rensselaer and Saratoga railroad extends from Albany to Lake Champlain, 79.14 miles first track, 77.24 miles second track, 5.5 miles each third and fourth tracks, 82.97 miles sidings and yard tracks; Saratoga and Schenectady branch, 14.97 miles first track, 4,28 miles second track, 24.19 miles sidings and yard tracks; Adirondack railway, 56 miles first track, 14.41 miles siding and yard tracks; Glens Falls branch, 15.12 miles first track, 17.57 miles sidings and yard tracks; New York and Canada railroad, from north end of R. & S. at Whitehall to Rouses Point, 112.93 miles first track, 4.67 miles second track, 39.5 miles sidings and yard tracks; Lake George railroad, 6.3 miles first track, 1.29 miles sidings and yard tracks; Whitehall and Plattsburgh branch, 19.05 miles first track, 4.35 miles sidings and yard tracks; Plattsburgh and Montreal branch, 12.78 miles first track, 0.81 mile sidings and yard tracks; Chateaugay railroad, 79.61 miles first track, 38.02 miles sidings and yard tracks; West Troy and Green Island branch, 1.08 miles first track, 1.06 miles second track, 0.66 miles sidings and yard tracks; Troy branch, 5.93 miles first track, 0.43 mile second track, 17.29 miles sidings and yard tracks; Rutland and Washington railroad, 39.25 miles first track, 8.99 miles sidings and yard tracks.

The Saratoga and Champlain division, through its main line and branches, connects with the New York Central and Hudson River railroad at Albany, Troy, Schenectady, and Saranac Lake; the Saratoga and Schenectady branch connects with the main line at High street, Ballston, and extends to Schenectady; the Adirondack railway connects with the main line of the Renssleaer and Saratoga branch at Saratoga and extends to North Creek; the Glens Falls branch connects with the main line at Fort Edward and extends to Lake George; the Lake George railroad connects with the main line at Ticonderoga Landing and extends to Baldwin (4.91 miles), and from Ticonderoga Junction to Ticonderoga (1.41 miles); the Whitehall and Plattsburgh branch connects with the main line at South Junction and extends to Ausable Forks; the Plattsburgh and Montreal branch connects with the main line at Chazy Junction and extends to the New York-Canada line north of Mooers Junction; the Chateaugay railroad connects with the main line (New York and Canada) at Bluff Point and extends to Lake Placid; the West Troy and Green Island branch connects with the main line at Watervliet Junction and extends to a connection with the Troy branch at Green Island; the Troy branch extends from Waterford Junction on the main line to Troy; the Rutland and Washington railroad (Saratoga and Whitehall branch) connects with the main line (Saratoga and Rensselaer) and extends to the New York-Vermont state line; and the Rutland and Washington branch connects with the Boston and Maine railroad, Fitchburg division, at Eagle Bridge, and extends to Rutland, Vt. The main line and branches are located in Rensselaer, Albany, Schenectady, Saratoga, Washington, Warren, Essex, and Clinton counties.

The cuts and embankments generally are of good cross-section and show but little tendency to slide. Some of the embankments across the arms of lakes and in low ground settle more or less and therefore require additional care in their maintenance. The growing of willow trees on the slopes of cuts which have a tendency to slide, as practiced on this line, is giving good results, and is a method of slope protection which might be practiced to advantage on other roads. Along the bluffs of Lake Champlain there are numerous rock cuts the slopes of which seem to be free of loose stones. The 4 short tunnels, all in main line, appear to be in good condition as to walls, roofs, and drainage.

The remarks relative to lattice bridges of the Susquehanna division apply to like structures of this division. The bridges generally are in good condition, and the masonry, especially that of main line bridges, is excellent. The drawbridges are protected by interlocked signals and derails. There are no timber trestles in main line; those in branch tracks are in fair condition. The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The standard cross-ties are 7 x 9 in. x 8.5 ft. long, laid 2816 per mile. The main line is tied with about 75 per cent yellow pine and balance equally divided between oak and chestnut. On the branch lines the proportion is about 40 per cent yellow pine, 40 per cent oak and chestnut, and 20 per cent cedar. On all lines the renewals for the past year are given as about 14 per cent. The ties on the main line generally are in fair condition; the branch lines need some renewals. Tie-plates are used.

The 80- and 90-lb. rail is spliced with 30-in. 6-bolt angle splices, and the 62- and 67-lb. rail with 22-in. and 24-in. 4-bolt angles. A considerable amount of 90-lb. rail was distributed along the track ready for laying, at the time of the inspection. This rail displaces 80-lb., most of which appeared to be fit for re-laying on other parts of the road. With this renewal made, the rail would apparently be in fair condition.

Split switches with stands equipped with signal targets and lamps, and spring rail frogs are in general use. Derailing switches are used apparently where needed.

Stone, ore screenings, gravel, and cinders are used as ballast, generally of good quality and quantity. At a number of points underdrainage would give greater stability to the ballast and reduce the cost of aligning and surfacing track, and incidentally the wear of equipment. On the whole the alignment and surfacing details are fair, as was demonstrated by running the inspection train at test speed over several sections of the line.

In addition to what has already been said in this report on the subject of underdrainage, in connection with alignment and surfacing (see ballast on Susquehanna and Pennsylvania divisions), it may not be amiss to add the further observation that the function of underdrainage, in its relation to ballast, is to prevent the percolation of water into ballast that will not readily part with it, such as sand containing foreign matter, etc. Such material may always be expected to allow considerable water to percolate through it and will often become water-logged, and thereby easily open to the attacks of frost and of unequal settling.

On the Rensselaer and Saratoga railroad the track sections consist of 4 miles of double track, and the force a foreman and 4 men per section; on the Chateaugay railroad the sections are 5 miles long, single track, manned with a force of foreman and 5 men per section; and on the lines comprising the rest of the division the sections are 5 miles long single track, manned by a force of foreman and 4 men per section. On sections having heavy rock cuts, etc., trackwalkers are employed constantly; on other sections the track is patrolled daily by a member of the section gang. Flags, lanterns, and torpedoes are used in protecting trains in maintenance of way operations.

The grade crossings of railroads are—

Steam railroads: Albany, 1 track New York Central and Hudson River Railroad, interlocked; Rouses Point, 1 track Rutland railroad, protected by flag and signals; Mooers Junction, 1 track Rutland railroad, protected by flag; and at Mechanicville 1 track Boston and Maine railroad, interlocked.

Electric railroads: Albany, North Ferry street, protected by flagman; Watervliet, protected by interlocking, no derails in street railway; Cohoes, 3 lines, protected by flagmen, no derails; Mechanicville, protected by flagman, no derails; Fort Edward, protected by flagman, no derails; Waterford, Troy branch is crossed by a trolley line, no derails, and by a trolley line (at Broad street) protected by flagman, no derailing switches; Green Island, protected by flagman, no derails; Glens Falls, protected by flagman, no derails; Cliff Haven, electric railway conductors pilot their cars over this crossing, no derails.

The following interlocking plants are in operation on this division: Albany: pneumatic, 32 levers, 26 in use; Watervliet: mechanical, 12 levers, 11 in use; Watervliet "Y": electrical, 44 levers, 42 in use; West Waterford: mechanical, 24 levers, 19 in use, Mechanicville, south: mechanical, 36 levers, 33 in use; Mechanicville, north: mechanical, 30 levers, all in use; Ballston: mechanical, 20 levers, 17 in use; Saratoga: mechanical, 8 levers, all in use; Glenville: mechanical, 20 levers, 15 in use; South Bay: mechanical, 9 levers, all in use; Ticonderoga: mechanical, 9 levers, all in use; Cooperville: mechanical, 9 levers, all in use; Bluff Point: mechanical, 24 levers, all in use; Troy drawbridge: mechanical, 6 levers, all in use.

Owing to labor troubles, as noted above, the weeds and grass were not mowed. Fences in fair condition.

The highway crossings generally are well planked and graded. Crossing protection: flagmen, 63; gates, 48; electric bells, 33; unprotected, 323.

Electric automatic block signals are operated on the Rensselaer and Saratoga railroad; on the Saratoga and Schenectady branch between Glenville and Mohawk; on the Glens Falls branch; on the New York and Canada railroad; between Whitehall and Plattsburgh; on the Troy and Green Island, and Troy branch; and on other lines of the division trains are handled under standard code train rules.

The stations are in fair condition and good housekeeping.

The repairs and improvements noted are—

Rail: Rensselaer and Saratoga railroad: 17.3 miles single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Glens Falls branch: 1 mile single track, 67-lb. Bessemer rail by 80-lb. Bessemer rail; New York and Canada railroad: 6.70 miles single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; West Troy and Green Island and Troy branch: 0.60 mile single track, 80-lb. Bessemer rail replaced by 90-lb. open hearth rail; Rutland and Washington railroad: 9.30 miles 62-lb. and 8.78 miles 67-lb. single track, Bessemer rail replaced by 80-lb. Bessemer rail.

Ballast renewed: Rensselaer and Saratoga railroad: 7 miles single track cinders, 4 miles ore screenings, 9 miles gravel and crushed stone, and 1 mile crushed stone; Saratoga and Schenectady branch: 4.50 miles cinders, 1 mile cinder and gravel; Adirondack railway: 5 miles cinders, 1.75 miles sand; Glens Falls branch: 1 mile cinders; New York and Canada railroad: 17.7 miles cinders, 13.6 miles ore screenings, 3 miles ore sand and cinders; Lake George railroad: 0.75 mile cinders; Whitehall and Plattsburgh branch: 2 miles gravel, 6 miles cinders; Chateaugay railroad: 6.50 miles ore sand; and Troy branch: 1 mile cinders.

Bridges replaced and renewed: Plattsburgh and Montreal branch, bridge 64, plate girder, replaced, and bridge 65, wood stringers, replaced by I-beams.

Open culverts rebuilt, etc.: Rensselaer and Saratoga railroad, 2; Whitehall and Plattsburgh branch, 1; Plattsburgh and Montreal branch: Nos. 66, 67½, 68½, and 68¾ replaced by concrete arches.

Arch and stone box culverts rebuilt: Glens Falls branch, 3; New York and Canada railroad, 2; Whitehall and Plattsburgh branch, 3.

Bridge masonry rebuilt: Glens Falls branch, 1 abutment bridge 43 renewed, and 1 retaining wall repaired; Plattsburgh and Montreal branch, masonry of bridges Nos. 64, 67, and 68; West Troy and Green Island, 2 abutments repaired; Rutland and Washington railroad, masonry of bridge over barge canal at Whitehall built.

Buildings repaired and painted: Albany: arcade, car inspectors' shop, and crossing houses painted; Menands: station repaired and painted; Watervliet: station repaired, station tower, tool-house, and crossing house painted; Cohoes: freight house repaired, station tower, tool-house, and crossing house painted; West Waterford: station and tool-house painted; Mechanicville: station repaired, tool-house built, crossing houses and Park Avenue station painted; Round Lake: station repaired and painted and new tool-house built; Ballston: station, tool-house, and crossing house painted; Saratoga Springs: station, freight house, and south engine house repaired and painted, and tool-house built; Mohawk: tool-house built; Ballston Lake: repairs to station; Kings, Corinth, Hadley, Thurman, Riverside, and North Creek stations repaired; Hudson Falls: old station painted; Glens Falls: freight house repaired, and station and tool-house painted; Lake George: station repaired, sewage disposal plant built, station, freight house, tool-house, ice-house, engine house and water-tank painted; Clemons: station built; Dresden: station, water-tank, pump house, and tool-house painted; Wrights: station painted; Fort Ticonderoga: repairs to dock, repairs to station and arcade, tool-house built, arcade and pump house painted; Addison Junction: drawtender's house built; Crown Point: station, tool-house, and freight house painted; Westport: addition to freight house and station made, and station, 2 tool-houses, freight house, and water-tank painted; Wadhams: station and tool-house painted; Whallonsburgh: station painted and tool-house built; Willsborough: station repaired and painted, and tool-house painted, tool-house built; Port Kent: station repaired and painted, tool-house built; Valcour: station and tool-house painted; South Junction: station painted; Bluff Point: tool-house built, station and signal tower painted; Cliff Haven: station painted; Plattsburgh: station repaired and painted, freight house, engine house, shops, tool-house, yard office, signal shops painted; Beekmantown: station repaired and painted and tool-house painted; West Chazy: station, freight house, section foreman's house, tool-house, and water-tank painted; Chazy and Cooperville: stations and tool-houses painted; Rouses Point: station, freight house, and engine house repaired and painted, tool-house painted; Ticonderoga: station repaired and painted; Baldwin: station and tool-house painted; Ausable Forks: station repaired; Mooers Junction: station and freight house repaired, station, freight house, tool-house, and water-tank painted; Morrisonville, Cadyville, Dannemora, Twin Pond, and Bloomingdale, tool-house built at each; Russia: station repaired; Lyon Mountain: repairs to station, and tool-house built; Standish: station repaired; Loon Lake: agent's house repaired; Saranac Lake: station repaired and tool-house built; Lake Placid: station and engine house repaired; Green Island: station and tool-house painted; Waterford: station and tool-house painted; Middle Granville and Granville: stations repaired; Salem and Shushan: stations and tool-houses painted; Cambridge: freight house repaired.

Bridges painted: Rensselaer and Saratoga railroad, bridges 3, 4, 65, 66, and 67; Saratoga and Schenectady branch, Schenectady, Pine street, Fonda street, 2 at North 8th street, American Locomotive street crossing, and Romeyn street; Glens Falls railroad, bridge 43; New York and Canada railroad, 30 bridges; Whitehall and Plattsburgh branch, bridges 52, 54, and 56½; Plattsburgh and Montreal branch, bridges 66, 67, and 68; Chateaugay railroad, bridge 3; West Troy and Green Island and Troy branch, 1 bridge; Rutland and Washington railroad, 10 bridges.

Fence rebuilt: Rensselaer and Saratoga railroad, 7.25 miles; Saratoga and Schenectady branch, 2 miles; Adirondack railway, 0.5 mile; New York and Canada railroad, 9.33 miles; Chateaugay railroad, 5 miles; and Rutland and Washington railroad, 0.75 mile.

Sidings and yard tracks: Rensselaer and Saratoga railroad, 0.3 mile sidings, freight yard at Cohoes built; Saratoga and Schenectady branch, 2 miles sidings; Glens Falls railroad, 0.25 mile sidings, and extensive yard improvements at Lake George; New York and Canada railroad, 2.5 miles sidings built; Whitehall and Plattsburgh branch, 1 mile sidings built; Chateaugay railroad, 0.25 mile sidings built; West Troy and Green Island and Troy branch, 0.04 mile sidings built.

Other improvements: bridges 39 and 40, Rensselaer and Saratoga railroad, reinforced; extensive terminal improvements made at Lake George.

An analysis of the maintenance of track statistics for the years 1908 and 1909 shows a decrease in the latter year of the ratio of cost of labor to total cost of track maintenance: for 1908 the ratio of labor to total maintenance of track expenditure was 58.53 per cent, and for 1909 the labor ratio was 51.13 per cent.

Recommendations: That the rails in the main line rolled in the years 1906 and 1907, which break longitudinally through their bases, be removed from high speed tracks as fast as flaws are detected in their bases; that underdrainage be resorted to more freely, especially on the lines west of Albany.

W. L. DERR,
Inspector Steam Railroads.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Inspected August 30, 31, September 1 and 2, 1910. Last previous inspection August 16, 17, 18, 19, and 20, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Delaware, Lackawanna and Western railroad and report thereon as follows:

The Delaware, Lackawanna and Western railroad within the State of New York consists of the following divisions: a portion of the Scranton division, extending from the New York-Pennsylvania state line near Halsteads to Binghamton; the Buffalo division, extending from Binghamton to Buffalo, and including the Ithaca and Black Rock branches; the Syracuse division, extending from a connection with the Scranton division at Binghamton, to Oswego, including the Cincinnatus branch; and the Utica division, extending from a connection with the Syracuse division at Chenango Forks to Utica, including the Richfield Springs branch. The last two divisions are operated as one superintendent's division.

Since there is but a small portion of the Scranton division within the State, it will be treated with the Buffalo division. From the state line to a point near Waverly the line is constructed along the Susquehanna river, with a river grade descending for practically the whole distance; from Waverly the Chemung river is followed, with an ascending grade to a point near Corning with the exception of that portion from Elmira to a point about three miles east of Corning, during which it follows what was probably the original valley of the Chemung in prehistoric ages; from Corning the valley of Cohocton river is traversed to the source of that river near Wayland; thence the divide between this valley and the valley of the Genesee is crossed, and a descent along the eastern slope of this latter valley to its bottom near Groveland is made; the valley is diagonally crossed to a point west of Mt. Morris, where the ascent of the western slope is begun; thereafter the tablelands in the western portion of the State are crossed to the terminus at Buffalo. Generally the grades are excellent with the exception of those encountered by the descent into the valley of the Genesee, all of which show very careful and thoughtful location. The curves are easy and regular, making an admirable line. The cuts, almost generally, are full and well graded; and where any were noted that did not give the proper width, work was in progress toward widening them. The embankments without exception are well constructed, giving good shoulders for the ballast. The track alignment and surface are very good: a few points were noted where there was room for improvement, but these were generally confined to points where the drainage was not first class. On the whole, therefore, the railroad substructure may be termed as first class, and there is evidence that the maintenance department is endeavoring to maintain it in that

condition. A few ditches, principally on that section west of Mt. Morris, were noted which could be improved.

The Black Rock branch for nearly its entire length is constructed within the settled portions of the city of Buffalo, and since there are a number of grade crossing eliminations, it is on fill for practically the whole distance. The road is used chiefly for freight, and hence track alignment and surfacing are not given the attention which is given the main line. It is however in satisfactory condition.

The Ithaca branch follows several of the small creeks in that section of the State, and descends into the valley of Cayuga lake by quite a steep grade, necessitating the use of a switchback. On the whole, the substructure is in good shape, there being considerable work in progress along that line at the time of my inspection. A few ditches which might be improved were noted just east of the switchback at Ithaca. The line and surface are fair. As soon as some of the existing light rail has been removed, this feature will be considerably improved. The steel truss bridges and plate girders on the main line are practically without exception in first-class condition. All of them are designed for heavy freight traffic, embodying heavy sections in their makeup, and apparently with proper maintenance satisfactory for future requirements for a number of years. A large portion of them have solid floors, but some are of a type which may require renewal in the future before the trusses and other portions of the floor system have been worn out or the loads have become too heavy, the latter a possibility of the apparently remote future. It was noted that the bridge seats of quite a number of the bridges were exceedingly dirty. The masonry is chiefly concrete, although there are a few of the larger structures the masonry of which is coursed ashlar, which is in excellent condition with the exception that it is badly in need of pointing. A number of instances of this were noted. This masonry is first class in every respect, and pointing should not be neglected.

The bridges on the Ithaca branch are in good condition generally. A number of changes have been made recently in Ithaca proper on account of creek channel changes which the City has been making. The new structures are first class in every particular. The masonry of a few of the bridges is not in the best condition and some repairs are necessary. The masonry of the bridge east of M. P. 235 is getting old and will need extensive repairs; the center pier of bridge 10 should be riprapped on the up-stream face.

On the Black Rock branch there are a number of trusses which have about reached the limit of their life and which should be renewed promptly. Renewals were in progress on 4 of the 8 bridges on the line, and the remaining poor ones will be eliminated during the coming season. In bridge No. 3, there is one span which is old and which should be replaced by a heavier modern span.

On the main line just outside of Buffalo there are 2 pile trestles which were built to take care of the overflow of Buffalo creek. The adjacent property through which the water could have flowed has all been filled, so that there is no apparent reason for the existence of these trestles. It seems that the company should fill these as promptly as possible. Extensive repairs will be necessary on them in the near future. Within the city of Buffalo there is a short pile trestle over an old basin which is not now used; this should also be eliminated as soon as possible.

In the treatment of culverts and cattle-passes the company has pursued an extensive policy of installing concrete structures, and also of closing the tops of all small openings where possible by reinforced concrete slabs. This practice is highly commendable, and tends to greatly reduce the annual maintenance charge on these structures. All of this type of structure are in first-class condition.

At Binghamton there is a viaduct composed of a series of concrete arches, the concrete used in the construction of which was not up to standard. This has deteriorated on the surface to a great extent during the past two years, and the company has practically rebuilt them by incasing them in a sheet of reinforced concrete, picking out all of the old inferior material. When completed this structure will be in first-class condition.

The following minor defects which should receive the attention of the company were noted: Main line: a broken tie on the first opening east of bridge 17; a defective outside guard-rail on the second opening west of automatic signal 1982; no anchor bolts were observed in the bearings of bridge 5, and the metal needs painting; poor guard-rail on the bridge west of signal 2346; poor guard-rail on bridge 42; metal of bridges 61 and 62 needs paint; the masonry of three bridges west of M. P. 301 should be pointed; bridge 75 needs painting; the masonry of bridge 85 needs pointing; the telltales at the overhead bridge west of signal 3382 were bad; poor guard-rail and ties on bridge 141. Ithaca branch: poor ties and guard-rails on bridge 8.

The station buildings and grounds were in excellent condition throughout with a few exceptions. The station at Campbell would be improved by painting, and the station at Groveland was not as neat and clean as it should be. A new station was in course of erection at Bath which will undoubtedly be very attractive and meet the needs of the community for many years. A new station has been erected on the Ithaca branch at Catatonk which is neat and attractive and apparently ample for the needs of the community. The grounds at a number of the stations have been very much beautified by shrubbery and flower beds, a feature which while nonproductive is pleasing to the traveling public.

The company has adopted a design for a standard bunk house which is neat externally and which affords comfortable and sanitary quarters for its section laborers. This method of treating this problem is very commendable, since the usual method has been to use old car bodies which at best are unsightly, and which as most frequently happens have to be placed in conspicuous positions along the main track.

The rail on the main line is in excellent condition, renewals having been promptly and judiciously made. A number of installations of ferro-titanium rail were noted, and your inspector was informed that it is giving excellent service; the degree of superiority over the plain Bessemer and open hearth types has not yet been determined. There is still some light rail on the Ithaca branch which is being eliminated as fast as good re-layer rail is released from the main line. The light rail which remains is in fair condition and will be satisfactory until heavier rail can be placed, providing the rate of renewal is approximately the same as at present.

A feature which is working great havoc with the track structures on many of the trunk lines was particularly noticed on the eastbound main track of the main line. This is the rapid deterioration of track appliances and portions of bridges due to the brine drippings from refrigerator cars. In many instances track spikes were noted with heads nearly rusted off, angle-bars rusted to almost a knife edge on their outer flanges, rivet heads on parts of the floor systems of bridges highly incrusted with rust, and bolts in angle-bars and other track fixtures seriously corroded. It seems probable that the amount of traffic of the refrigerator nature will be practically the same for many years and hence the deterioration will not decrease. It is impossible to protect the track, and hence the only solution seems that the refrigerator cars should be equipped with brine tanks which could be emptied at icing stations. This does not seem to be a physical impossibility, and it seems that some steps should be taken to bring about the use of this or some other method which will prevent the trouble.

Tie renewals have been made in good quantity and apparently where most needed. A few treated ties were noted. It was also noted that on all new ties a very massive design of tie-plate is being installed, and in some instances screw spikes are being used. The ties are laid at the rate of 2816 per mile.

Stiff and spring rail frogs of good design, split point switches with rigid stands equipped with proper targets, are used. Derailing switches are installed where necessary and targets are provided on those where the necessity exists.

Gravel and stone ballasts are used. The company has been pursuing an extensive policy of ballast replacement during the past year. About 16 miles of gravel ballast have been replaced with stone ballast: this is being installed in an excellent manner, a good depth of ballast being placed under the ties. The track already put up is in excellent condition, and should be maintained in that condition in the future at much less cost than heretofore. The drainage facilities where these installations are being made are being developed in a first-class manner.

The right of way is in good condition and is apparently so maintained. The fences, road crossings and signs appear to be maintained along an excellent standard. During the past year 21.1 miles of new fence were constructed on the Buffalo division and 72 miles repaired; 1.1 miles of new fence constructed on the Ithaca branch and 4.1 miles repaired.

The grade crossings with steam and electric railroads are as follows:

Steam railroads: Elmira: 1 track of the Elmira and Cortland branch of the Lehigh Valley railroad crossed by 4 tracks, protected by a modern and complete interlocking plant; Erwin: 1 track of the Rochester division of the Erie railroad crossed by 2 tracks, protected by a modern and complete interlocking plant; Mt. Morris: 1 track of the Mt. Morris branch of the Erie railroad crossed by 2 tracks protected by a modern and complete interlocking plant; 1 track of the Rochester branch of the Pennsylvania railroad crossed by 2 tracks, protected by a modern and complete interlocking plant; East Buffalo: 3 tracks of the main line of the Buffalo division crossed by 2 tracks, protected by a modern and complete interlocking plant; Smith St., Buffalo: 4 tracks of the Buffalo Creek railroad, 2 tracks of the Chautauqua division of the Pennsylvania railroad, and 2 tracks of the New York, Chicago and St. Louis railroad crossed by 2 tracks, protected by interlocked disc signals: this crossing is exceedingly dangerous and should be eliminated; Black Rock: 1 track of the Black Rock branch of the Erie railroad crossed by 2 tracks, protected by trainmen when in use: switching movements only are made over this crossing and the protection seems ample; Owego:

6 tracks of the Erie railroad crossed by 1 track of the Ithaca branch, protected by a modern and complete interlocking plant; 1 track of the Auburn division of the Lehigh Valley railroad crossed by 1 track, protected by semaphore signals: all trains are required to come to a full stop; Caroline: 1 track of the Elmira and Cortland branch of the Lehigh Valley railroad crossed by 1 track, protected by a target signal; all trains are required to come to a full stop; Ithaca: 1 track of the Auburn-Ithaca branch of the Lehigh Valley railroad crossed by 1 track, protected by semaphore signals; all trains are required to come to a full stop.

Street railroads: Elmira, Lake St.: 1 track of the Elmira Water, Light and Railroad Company crossed by 2 tracks: gates are maintained by the railroad company but there are no derails in the trolley track; a trough which is not quite long enough is maintained over the wire; Cheektowaga: 1 track of the International railway crossed by 2 tracks, protected by trough over wire and gates; East Buffalo, Clinton St.: 2 tracks of the International railway crossed by 2 tracks, protected by trough, derails, and gates; East Buffalo, Genesee St.: 2 tracks of the International railway crossed by 2 tracks, protected by trough, derails, and gates; East Buffalo, Walden Ave.: 2 tracks of the International railway crossed by 2 tracks, trough and flagman; East Buffalo, Kensington St.: 2 tracks of the International railway crossed by 2 tracks, protected by troughs, derails, and gates; East Buffalo, Bailey Ave.: 1 track of the International railway crossed by 2 tracks, protected by trough, derails, and flagman; Ithaca, State St.: 2 tracks of the Ithaca Street railway crossed by 1 track, protected by trough: only slow movements are made over this crossing and the protection seems ample.

The whole of the main line between State Line and Buffalo is operated under electric automatic signals of the two blade, two position, lower quadrant normal clear type. These signals are spaced on an average about one mile apart, although they may be closer when conditions demand it. As far as I was able to observe the signals seem to be properly disposed.

Interlocking plants which are complete and modern are installed at the following points:

Location.	Governing.	No. levers.	No. working.	Maintained by.
Binghamton	Erie R.R. crossing	40	40	Erie R.R.
Owego	Erie R.R. crossing	33	33	Erie R.R.
Elmira	L. V. R.R. crossing	52	47	D., L. & W. R.R.
Painted Post	Erie R.R. crossing	24	21	D., L. & W. R.R.
Groveland	Yard tracks	24	23	D., L. & W. R.R.
Mt. Morris	Erie R.R. crossing	20	16	D., L. & W. R.R.
Mt. Morris	P. R.R. crossing	20	14	D., L. & W. R.R.
East Buffalo	Junction with Black Rock branch	32	30	D., L. & W. R.R.
Bailey Avenue, Buffalo	P. R.R. crossing	40	38	Jointly.

Terminal facilities at Buffalo seem to be ample to meet the needs of the business. The yards appear to be well laid out and to be operated efficiently. There is more or less congestion about the water front in the vicinity of Main street, but on account of the peculiar conditions existing in this locality it will be difficult to overcome it.

Road facilities, such as loading sidings, passing sidings, freight yards at smaller points, etc., seem to be exceedingly ample, and extensions are being made as conditions warrant or demand.

Passenger facilities with the exception of the Buffalo station are well provided. The Buffalo station, while unattractive, is kept in good condition, but does not seem to be ample for the needs of this important station.

An interesting installation which will add to the facility of operation on this line was the construction of a new ash pit at Elmira. This pit is constructed with a depressed track, on either side of which are pits the bottoms of which are about eight feet below the surface of the depressed track. Engine tracks are placed on each side of this pit, the outside rail being carried on the top of the retaining wall which has a slope of about 60 degrees with the horizontal; the inside rail is carried on pedestals inserted in the sloping walls. The engines dump on this slope and the ashes fall into the pit by gravity. The pit is kept filled with water, so that the ashes are immediately quenched. By means of a gantry crane carrying an automatic grab bucket the ashes are lifted from the water and deposited on cars which are placed on the central depressed tracks. The pit is about 246 feet long. This seems to be a very effective and economical way of ash disposal, the operation being controlled by one man.

On the main line the following improvements have been constructed since last inspection: Buffalo: ramp to Miami St. freight house, fence around Louisiana St. property, concrete retaining wall at Ohio St., concrete sidewalk at Louisiana St., concrete sidewalk at Ohio St.; East Buffalo: storehouse for B. and B. and road departments, oil house, lavatory building, signal tower, car repair and mill building, planking over tunnel at Cheektowaga trestle renewed; Black Rock: concrete sidewalk on Hertel Ave., standard gatehouse at Bailey Ave. crossing; Alexander: section tool-house, dwelling; East Bethany: double bunk house, dwelling; Greigsville: single bunk house, milk platform; Dansville: single bunk house; Atlanta: double bunk house, concrete platform; Wayland: toilet at passenger station; Wallace: single bunk house; Kanona: single bunk house; Bath: single bunk house, standard gatehouse for crossing watchman; Coopers: single bunk house; Painted Post: single bunk house; Big Flats: single bunk house; Horseheads: single bunk house; Elmira: extension to service building for water service department, alterations to toilets in passenger station, 150-ton track scales; Lowman: coal shed; Litchfield: single bunk house; Nichols: double bunk house; Owego: double bunk house; Apalachin: single bunk house; Vestal: double bunk house; Lestershire: alterations to station account of installation of new toilets; Binghamton: alterations to ticket office in passenger station, B. and B. workshop, 1300 lin. ft. of snow-fence constructed for use along the division.

Repairs to the following have been made: Buffalo: retail coal trestle Erie St., retail coal trestle Chicago St., lake freight house, station building, docks at Union elevator, Union elevator; East Buffalo: grain trestle, ventilators on roof of power house, engine house, yard track scales extended, machine shops, machinery at transfer coal trestle; Black Rock: retail coal trestle Main St.; Elmira: turntable, coal conveyor, ice house, Chemung retail coal trestle; Binghamton: engine house roof, passenger station, engine supply coal trestle, raising and re-laying floor in engine house.

On the Ithaca branch the following have been constructed: Catatonk: passenger station, concrete platform, stone screenings platform with concrete curb. Repairs have been made to the Ithaca turntable.

The following bridges have been painted since the last inspection: main line: highway bridge east of Conklin Center; highway bridge No. 01, and bridges 68, 69, 70, 77, 81, 83, 95, 98, 99, 103, 103¼, 104, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 134, 135, 137, 138, 139, 140, 141, 151¾, 152, 154, 166, 180; Ithaca branch, bridges 5 and 9.

The following buildings, etc., have been painted: Binghamton: yard master's office, ticket office, water service building, carpenter shop, freight house, interior passenger station; Coopers: company house; Elmira: company house, station fence, interior of passenger station, elevated gate house, interior of freight house; Owego: interior of passenger station; Lowman: coal shed; Lestershire: passenger station; Vestal: water-tank; Corning: passenger station; Erwin's Crossing: combination building; Horseheads: passenger station; Corning freight station: pump house and water-tank; Painted Post: passenger station; Nichols: double bunk house; Apalachin: single bunk house; Dansville: passenger station and freight house, dwelling house; Buffalo: dwelling house 54 Ohio St., dwelling house and office 17 Lloyd St., passenger station N. Y., C. & St. L. Jct., milk house and office; Kanona: bunk house; Bath: bunk house; Alexander: tool-house; Black Rock: freight house; Conklin: milk platform; all crossing shanties. Ithaca branch: Catatonk passenger station; Owego: double bunk house.

The following work on bridges and culverts has been accomplished: Main line: bridge 59, formerly an I-beam bridge, has been replaced by a concrete I-beam culvert; new abutments have been constructed at bridge 33. Ithaca branch: new abutments and piers constructed at bridge 5; new north abutment and pier of bridge 9. Main line: 1 stone box culvert replaced by rail top concrete culvert; 1 stone arch culvert replaced by 42-in. castiron pipe; 1 arch culvert extended by rail top concrete culvert. Ithaca branch: 2 20-inch castiron pipes replaced by 3-ft. open rail top culvert; stone box culvert replaced by 48-in. castiron pipe; bridge 3A, an I-beam span, replaced by I-beam concrete culvert.

Sidings have been constructed at the following places, aggregating 21,328 feet: Lestershire, Owego, Nichols, Waverly, Elmira, Elmira Heights, Coopers, Lancaster, East Buffalo, Black Rock, and Ithaca.

Extensive installations of sidings have been made at Groveland for coal storage; at East Buffalo for new car shop; at Black Rock for connection with New York Central and Hudson River railroad; at Depew for yard.

A new reinforced concrete Holman coal handling plant has been put in service at Groveland.

A new double track water ash pit has been constructed at Elmira.

With reference to the recommendation contained in the last report: rail renewals were being made at the time of the inspection of the Ithaca branch, and I was informed that they were to be continued until the whole branch was laid with heavy rail, as fast as re-layer rail was released from the main tracks of the Buffalo division.

I have to recommend that the timber trestles in the vicinity of Buffalo be eliminated; that the stone masonry along the main line be thoroughly pointed.

The Syracuse division follows the valley of the Chenango river from Binghamton to Chenango Forks; from thence it follows the valley of the Tioughnioga river to its source in the vicinity of Little York; thence it descends by one of the tributaries of Lake

Ontario into Syracuse, and thence along the western bank of the Oswego river to Oswego. The Utica division follows the Chenango river from Chenango Forks to its source, there crossing the divide and descending into the Mohawk valley at Utica. The grades on the Syracuse division between Binghamton and Apulia are light and regular; from Apulia to Syracuse there is a heavy descending grade; and from Syracuse to Oswego the grades are again fairly light and regular. The grades of the Utica division are fairly light along the Chenango valley, but from the summit down into Richfield Junction the grade is quite heavy. The line of the Cincinnatus branch is broken by a great many short and fairly heavy grades; the grades on the Richfield Springs branch are moderate and fairly uniform. As might be expected in following river grades, the curvatures of both the main lines are quite great, but not excessive in length or degree. That portion of the Syracuse division between Apulia and Syracuse is very crooked, caused by the rugged nature of the slope along which it traverses. The Cincinnatus branch is also quite crooked. The alignment of the Richfield Springs branch is fair.

The cuts and embankments on all the lines are in good condition. Quite a little attention has apparently been paid in the past to putting these in good shape. On the Utica division there are a few sliding banks which could be improved by cutting back, and on the Syracuse division between Syracuse and Oswego some of the embankments are a little narrow. There were a few places noted in which the drainage could be materially improved. On the whole, however, it must be said that this feature has apparently received careful and conscientious attention, and good results have been attained.

The track alignment and surface of these divisions is fair. That of the Syracuse division between Binghamton and Syracuse is in good condition, but from Syracuse to Oswego it was poor; that of the Cincinnatus branch was fair; that of the Utica division was good in general, a few sections being a little rough; that of the Richfield Springs branch was fair. A thorough ballasting of certain portions of these divisions would aid the section men in keeping the track in good alignment and surface.

Similar to the Buffalo division, the structures are receiving the careful attention of the company, old structures and those of what may be termed temporary construction being replaced by an extensive annual program. This is especially noticeable in connection with the small culverts, where it is the policy to replace all of these in which any imminent defects appear by permanent concrete structures, or reinforce those in which it is possible, in a manner which will make them permanent. All of the trusses and plate girder bridges appeared in good condition, with a few exceptions in which their external physical condition needed attention.

There are scarcely any timber trestles remaining on the main lines, but there are about 17 on the Cincinnatus branch: these are being eliminated rapidly, attention being given of course to securing the full economic use of the present structures. The culverts and cattle-passes are in good condition on all the lines with the possible exception of the Cincinnatus branch. Practically all of the structures on this line were wooden when it was taken over by this railroad, and it has made an extensive program each year necessary in order that the line might be kept in good condition. There are a few which should be removed during the coming season, and I was informed that these would be taken care of. The box and pipe culverts appeared to be in good condition and are apparently kept so. One pipe culvert was noticed on the Syracuse division between Syracuse and Oswego which should have a parapet built over its ends to maintain the slopes.

The following minor defects were noted which should be remedied: Syracuse division: dirty bridge seats on bridge 20; masonry of bridge 28 in poor condition; paint poor on bridges 30 and 31; deck of bridge 44 poor, and masonry needs pointing; masonry of bridge 66 needs repairs. Cincinnatus branch: masonry of bridge No. 1 needs pointing. Utica division: the bearings of bridge 75 are cracked; the masonry of bridge 70 should be pointed; the masonry of the bridge south of M. P. 278 needs pointing, and the outside guard-rail is in poor condition; the masonry of the bridge south of M. P. 277 needs pointing, and the outside guard-rail is in poor condition; the bridge seats on the second bridge south of M. P. 249 are too thin, a number of them being cracked badly. Richfield Springs branch: the pointing on bridges 3, 10, and 18 is poor and should be repaired.

In general, the stations on these divisions are in good condition. They are kept in a neat condition and the grounds surrounding them are improved by shrubbery and flower beds in the summer. A new combination station and dwelling is being constructed at Little York. At Messengerville the floor of the station building is below the level of the tracks, necessitating a step up in the station platform: it would seem that it would be well to raise the building so that the floor is on a level with the platform, thereby eliminating the steps; the expense for doing this would not be considerable, and a source of danger to passengers both in going to and from the trains would be eliminated. The station building at Syracuse is a brick structure which has apparently been outgrown by the traffic which it accommodates. I have had occasion to observe this station at other times than when on the inspection, especially at times just prior to the departure of important trains. At practically all of these times the waiting room, which is smaller than similar rooms at less important stations on these divisions, has been overcrowded to such an extent that quite a number of passengers were compelled to wait on the platforms, and this in inclement weather. It would seem that a new and more commodious station should be provided. Several of the station buildings on the Cincinnatus branch are in poor condition, but the traffic originating at or destined to these points is not sufficient to warrant any extensive expenditures. The station at Utica is located in such a position that passengers alighting from some of the inbound trains are compelled to alight between adjacent freight tracks on platforms which in inclement weather are none too good. The situation at Utica is a difficult one to improve. However the business seems to demand more adequate facilities than are now afforded.

The rail on the Syracuse division is mainly of 80-lb. section and in general is in good condition. There is some light rail on the northern end which should be eliminated when possible. The rail on the Utica division is chiefly 80-lb., but there is still some light rail which should be replaced within a short time. The rail on the Cincinnatus branch is light, but the traffic over it is not very heavy; with the comparatively slow time which is made, and the light power and traffic, this rail will be satisfactory for some time. On the Richfield Springs branch I noted several broken angle-bars; this was on the light rail, indicating that the joints were apparently not sufficiently strong. There is quite a little passenger traffic over this line, especially during the summer, and the rail seems to be in fair physical condition; hence it would seem advisable to replace these broken splices with stronger ones so that the full life of the rail may be reached.

The ties on all of the divisions, with the exception of that portion between Syracuse and Oswego, had been maintained in good condition, full renewals having been made. On the section mentioned, apparently renewals had been seriously delayed, a number of very bad ties being noted, in some of which the spikes had absolutely no holding power. I was informed that it was the intention to make a thorough renewal before winter, and evidence of this appeared on the northern end. Unless this was done, a thorough renewal should be begun promptly in the spring and prosecuted assiduously until the condition is considerably improved. On several portions of the main line a new standard of heavy tie-plate was being used on all new ties. At the same time screw spikes were being installed. The holding power of the latter was apparently very great and the method of their installation seemed to indicate that they could be installed almost as fast as the ordinary driven spike. Screw spikes have not been in general use in this section of the country and the installation will be productive of a considerable amount of comparative information. In general, it seems very apparent that a much stronger and safer track structure is afforded, but the relative economy between the two forms of spike, when the life of the tie is considered, is a factor which has not been developed. Similarly, the destructive effect of a derailment may offer objections which will be hard to overcome. A few treated ties were being installed. It would seem that the screw spikes could be installed to better advantage in treated ties, since the life of the tie would then be longer and the cost of installation and removal would be distributed over a greater period.

Stiff and spring rail frogs are used. Split point switches, with automatic switch stands equipped with targets, are installed in all main track switches. Derailing switches are installed wherever the necessity exists.

The ballasting material on these divisions is chiefly gravel and cinder. A number of places were noted where new ballast was needed. This was chiefly noticed in the vicinity of the following points: Syracuse division, M. P. 221; north of Whitneys Point; north of bridge 18; north of bridge 19; north of Marathon town line; M. P. 236; Utica division, M. P. 239. The hard coal cinders which this railroad uses make excellent ballasting material for lines on which the traffic is moderately heavy; it is easily handled, and for this reason is better suited to those localities in which it is difficult to keep efficient track labor. I would suggest that they be installed as heavily as possible, especially in those sections where there is any indication of churning track.

The right of way on these divisions was in good condition, with the exception of the Cincinnatus branch and that portion north of Syracuse. On the former the weeds were quite heavy; on the latter there was a general unkempt appearance. It is only fair to state that during the early part of the season the track gangs had been engaged in elevating the tracks in the vicinity of the barge canal crossing, and had been kept away from their sections for a considerable portion of the time. It does not seem that this policy is the best one, although there were in this case extraneous conditions which in a measure compelled its adoption. However, it seems that on the whole, better results could be

accomplished if the gangs were not disturbed in their regular routine work, especially during the earlier months of the season.

The fences have been maintained in good condition. The following shows the amount of work which had been accomplished: Syracuse division, 1 mile new, 26.75 miles repaired; Utica division, 65 miles repaired.

The road crossings on the whole are well maintained. A few instances were noted where the planking had been apparently neglected. The road crossing and other signs were in excellent condition.

The grade crossings with steam and electric railroads are as follows: steam railroads: Binghamton: 4 tracks of the Erie railroad crossed by 1 track, protected by a modern and complete interlocking plant; a "Y" track connecting the main line of the S. B. & N. Y. with the main line of the Scranton division east of Binghamton crosses 2 tracks of the Erie railroad, protected by an interlocking plant. 1 track of The Delaware and Hudson Company crossed by 2 tracks, protected by interlocking. Cortland Junction: 1 track of the Elmira and Cortland branch of the Lehigh Valley railroad crossed by 1 track, protected by interlocking. Syracuse: 1 track of the New York Central and Hudson River railroad crossed by 1 track, protected by interlocking; 1 track of the New York Central and Hudson River railroad crossed by 1 track, protected by signals with signalman. Utica: 1 track of the New York, Ontario and Western railway crossed by 1 track, protected by tilting board, all trains being required to come to a full stop. New Hartford: 2 tracks of the West Shore railroad crossed by 1 track, protected by complete interlocking plant installed since last inspection.

Electric railroads: Binghamton: Robinson street, 1 track of the Binghamton Street railway crossed, protected by trough and gates. Cortland: Elm street, 1 track of the Cortland County Traction Company crossed, protected by derails and trough. North Cortland: Homer road, 1 track of the Cortland County Traction Company crossed by 2 tracks protected by trough and flagman. Syracuse: Grape street, 1 track of the Syracuse Rapid Transit Company crossed by 1 track, protected by trough and gates; Salina street, 2 tracks of the Syracuse Rapid Transit Company crossed by 1 track, protected by derails, troughs, and gates; Onondaga street, 1 track of the Syracuse Rapid Transit Company crossed by 2 tracks, protected by troughs; Walton street, 2 tracks of the Syracuse Rapid Transit Company crossed by 2 tracks, protected by troughs and flagman; West street, 2 tracks of the Syracuse Rapid Transit Company crossed by 2 tracks, protected by troughs and flagman. Utica: Whitesboro street, 1 track of the Utica and Mohawk Valley railway crossed by 1 track, protected by trough, derails, and flagman: trough is too short; Columbia street, 1 track of the Utica and Mohawk Valley railway crossed by 1 track, protected by trough, derails, and gates: trough is too short.

Trains on the Syracuse division between Binghamton and Chenango Forks are run under automatic signals (home and distant) of the normal clear banjo type, which were installed September 16, 1903; between Chenango Forks and Cortland Junction, under telephonic train order system; an interesting feature of this system is the method of enabling conductors to communicate with the dispatcher at stations where the operator is not on duty at night or is temporarily off duty: whenever the operator leaves his office he places the portable telephone in a little box built into the wall of the office, having a hinged door on the outside of the building; every conductor is provided with a key which fits the lock, and should it become necessary for him to communicate with the dispatcher he can readily do so. Further, a complete system of two position, lower quadrant, normal clear, automatic signals is being installed on this section and will be in operation during 1910. Between Cortland Junction and Apulia (double track) the operation is under manual train order signals installed in 1901. Between Apulia and Syracuse (single track) the operation is governed by two position, lower quadrant, normal clear automatic home signals installed December 22, 1909; distant signals are installed wherever conditions warranted them. From Syracuse to Oswego trains are governed by manual train order signals under telephonic dispatching; single track automatic signals of the two position, lower quadrant, normal clear type were in process of installation from Syracuse to 2¼ miles east of Stiles. Movements over the Cincinnatus branch are governed by the telephonic train order system with manual signals. Movements over the Lake trestle track, from Oswego to Lake Shore, a distance of about 1 mile, are governed by the train staff: this is chiefly freight traffic to and from the freight house and the coal trestle on the lake front. The Utica division is operated under the telephonic train order system with manual train order signals. Single track automatic signals are being installed between Utica and Waterville. The double track automatic signal installations do not provide overlaps, but the single track is overlapped as best suits the particular case, but generally for the distance from a home signal to the next signal beyond governing opposing movements. The later installations seem to be well worked out and apparently operate very satisfactorily.

Interlocking plants are installed on the Syracuse division as follows:

Location.	Governing.	No. levers.	No. working.	Maintained by
Binghamton	Erie R.R. crossing	104	91	Erie R.R.
Binghamton	D. & H. Co. crossing	39	39	D. & H. Co.
Cortland Jct	L. V. R.R. crossing	32	30	L. V. R.R.
Syracuse, Magnolia street	N. Y. C. & H. R. R.R. crossing	20	19	D., L. & W. R.R.
Syracuse, Geddes street	N. Y. C. & H. R. R.R. crossing	48	43	N. Y. C. & H. R.

Interlocking plants are installed on the Utica division as follows:

Location.	Governing.	No. levers.	No. working.	Maintained by.
New Hartford	West Shore crossing	39	39	West Shore.
Utica	Canal drawbridge	12	12	D., L. & W. R.R.

Terminal facilities on the Syracuse division are in fairly good condition. The yard conditions at Syracuse are a little congested; further, the operation is greatly hampered by the number of dangerous grade crossings and the use of public streets. At outlying points however conditions are in first-class shape, and additions or extensions are being made in a number of places. The terminal conditions on the Utica division are a little more fortunate, although further expansion will bring about more or less congestion.

On the whole, therefore, it may be said that the operating conditions are in very good condition, and it is the evident desire of the management to improve them as much as physically possible.

Since the last inspection the following new structures and extensive repairs have been made: Syracuse division, Syracuse: 150-ton track scale, repairs to canal coal trestle, repairs to Klink's coal trestle, interlocking tower; Jamesville: single bunk house; Onativia: single bunk house; Binghamton: concrete foundation for water crane, repairs to McKinney retail coal trestle, planking between tracks at cripple yard, repairs to supply shed at engine house; Oswego: freight house, repairs to engine house, repairs to Lake coal trestle; Baldwinsville: freight house and concrete platform, concrete foundation for crane, concrete bumping block at freight house. Utica division, at Utica: coal shed, building riprap wall along canal, repairing canal coal trestle, repairing freight house platform; Richfield Junction: concrete and stone screening platform; West Winfield: alterations to passenger station; New Hartford: repairs to coal trestle; Sherburne: repairs to coal trestle; Norwich: 150-ton track scale from Oxford installed; Bridgewater: passenger station repaired.

The following bridges and buildings, etc., have been painted since the last inspection: Utica division: highway bridge No. 02; old steel bridges at Norwich; bridges 1, 2, 5, 6, 7, 8, 16, 17, 18; passenger station at West Winfield; water-tank at Richfield Springs; freight house at Sherburne; passenger station at Sherburne; passenger station, exterior of freight house and water-tank at Waterville; passenger station at Chadwicks; section tool-house, water-tank, coal shed, interior of roundhouse, exterior of machine shop and oil house at Utica; freight house at Richfield Junction; and all crossing shanties. Syracuse division: highway bridge No. 05; Lakeside Boulevard bridge, Syracuse; old steel bridges at Cortland Junction; bridges 15, 17, 33, 56, and 57; highway bridge No. 11; water-tank and passenger station at Cortland; turntable; water-tank at roundhouse; water-tank at YO yards; crossing gates and tower at Lisle; interlocking tower, oil house, machine shop, and storehouse at Syracuse; passenger station, freight house office, and station fence at Homer; passenger station at Barker; water-tank at Oswego; and freight house at Baldwinsville.

Sidings and yard tracks aggregating 10,440 feet on the Syracuse division and 1714 feet on the Utica division have been built or extended at the following points: Syracuse division: Binghamton, Jamesville, Rock Cut, Baldwinsville, Fulton, Minetto, and Oswego. Utica division: Willard, Norwich, Sherburne, Hubbardsville, Richfield Junction, and Utica.

The following work on bridges and culverts has been accomplished: Syracuse division: bridge 0–5, a wooden truss overhead highway bridge, replaced by plate girder; new abutments constructed at bridges 11A, 25, and 26A; bridge 62, a single track deck plate girder bridge replaced by 2 spans, one a through pin connected truss, the other a deck plate girder (this was caused by the New York state barge canal, and involved constructing new abutments and raising the track several feet); bridge 47A, stone box culvert, replaced by rail top concrete

culvert; bridge 62A, stone box culvert, replaced by rail top concrete culvert; 1 wood box culvert replaced by 36-in. castiron pipe; 1 wood box culvert replaced by 30-in. castiron pipe; 2 tile pipes replaced by 20-in. and 16-in. castiron pipes; 2 wood box culverts replaced by 24-in. and 20-in. castiron pipes; culvert 62B, stone arch, extended by rail concrete culvert. Cincinnatus branch: trestle 6 replaced by 8-ft. rail top culvert; trestle 7 replaced by 9-ft. 6 in. rail top culvert; 1 culvert with wooden beams replaced by rail top concrete culvert. Utica division: new abutments constructed at bridges 2 and 6 on Richfield Springs branch; 1 stone box culvert replaced by 10-ft. rail top culvert; 1 wooden box culvert replaced by 2-ft. concrete box culvert; 1 tile pipe culvert replaced by 20-in. castiron pipe; culvert 4 on Richfield Springs branch, wooden stringers, replaced by rail top concrete culvert.

With reference to the recommendations made in the last inspection report: the old wooden structures on the Cincinnatus branch are being eliminated as fast as practicable, due attention being paid to the safety of the other structures.

I have to recommend that the bridge seats of the 6 spans of deck plate girder bridges just north of Norwich which are now cracked be replaced; that more attention be paid to the ballasting of the main tracks, particularly on the single track sections of the main lines and also on the branch lines; that a new station be erected at Syracuse.

Respectfully submitted,

C. R. VANNEMAN,

Steam Railroad Inspector.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD.

Inspected September 9, 1910. Last previous inspection August 21, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Dunkirk, Allegheny Valley and Pittsburgh railroad, and report thereon as follows:

This railroad is a single track line extending southerly from a connection with the Lake Shore and Michigan Southern railway, in Dunkirk, to the Pennsylvania-New York state line. General physical characteristics are shown in the appended statement.

The line enters abruptly into the rolling country on the margin of Lake Erie, overcoming a considerable elevation in about 8 miles. It then follows the fairly level uplands extending across the State in this section, and gradually begins its descent into the tributaries of the Allegheny river, along which it follows after leaving this State.

In view of the character of the country adjacent to Lake Erie, heavy grades are encountered almost immediately after leaving Dunkirk. These are the maximum. South of Lily Dale the grades are fairly regular and easy.

The curvature is rather excessive, particularly in the northern section. Considerable of this is due to the overcoming of difference of elevation and the topography of the country which is very much cut up by the streams tributary to Lake Erie. South of Lily Dale the curvature is not so heavy, although instances were observed where during construction considerable could have been eliminated at but slightly increased expenditure.

The cuts and embankments are only fair as regards general condition; some of the shoulders are narrow, and many of the cuts would be improved by widening. The ditches have not received very much attention; considerable work should be done upon them.

The track alignment and surface are fair. The expenditures on this feature have been comparatively light, and the results accomplished are about as good as could be expected from this expenditure. The traffic is very light, and the receipts will hardly bear any heavier expense than that which has been authorized. A study of the expenses for the year ended June 30, 1910, reveals the fact that the ratio of the labor expended on track work to the total charge for track material and labor is 55.3 per cent. It is the opinion of your inspector that somewhat better results might be obtained if this ratio were reduced to about 45 per cent. This might be accomplished by drainage installation, which, if properly done, would ultimately tend to reduce the track maintenance charges.

The metal bridges are generally of good design and sufficiently heavy for the traffic. Two are apparently light, and speed restrictions are placed on these. In both of these the method of supporting the floor system is not modern and requires close attention. The masonry of a number of the metal bridges was noted to be in poor condition; some of it should be repaired promptly. At the south abutment, upstream side of bridge 21.90 the stream has scoured considerably, and it should be thoroughly riprapped to prevent further encroachments. On bridge 25.71 a few poor ties were noted. The masonry of bridge 26.27 is in exceptionally poor condition, and it should be promptly replaced. Pile bents have been installed close to each abutment, making it safe for the present. The masonry of bridge 32.40 needs pointing. Bridge 32.47 needs a number of new ties and a guard-rail. The abutments of bridge 38.20 have settled considerably, the south one especially. This structure carries a trolley road under grade. The bed of the trolley road is almost constantly covered with water, generally to height above the rails. The clearance for the trolley road is now a minimum, and the fall to the drainage system is so slight that but little improvement can be had. Some steps should be taken to remedy the existing conditions.

The timber trestles, cattle-passes, and culverts are in good condition. Opening 26.70 has a bad cap on the south bent; this should be replaced in the spring.

The small openings, pipes, and box culverts appear to be in good condition.

The business handled on this line is comparatively light, and the passenger station needs are modest. The existing buildings are apparently adequate. The general upkeep was good, although in one or two instances improvements might be made; this was especially noticeable at Cassadaga. A very creditable station building was erected at Fredonia within the past year.

The rail is light, the majority of it being 56-lb. It is in as good condition as can be expected. In view of the traffic being fairly light, it is considered that so long as heavy concentrated loads at high speed are kept off it, operation can be safely performed, and the rail may last for a number of years. The chief source of trouble will be the joints which are only 24 in. in length and which are not sufficiently stiff. It is your inspector's opinion that this rail would perform very satisfactory service for a number of years if stiffer joints could be had.

The ties are in fair to good condition. Consistent renewals have been made; but since there are a number of comparatively soft wood ties in service in a roadbed which is not well drained, it follows that tie renewals may be expected to be rather heavier than normal.

The track appliances in general are good. Split point switches with rigid and automatic stands with targets, spring rail, and stiff frogs, chiefly the latter, are used. Derailing switches with targets are installed where essential.

The ballast is gravel, cinder, and slag. The quality is fair, and the quantity fair to medium. Considerable open track was noted. Under the traffic which this road bears, cinder would make an excellent ballasting material. It is cheaply handled, and easy on which to maintain good surface.

The right of way was fairly clean. Considerable underbrush and trash was noted at several points along the line.

The road crossings and warning signs were in good condition.

The fences are well maintained. During the past year 3.87 miles of new fence have been built and 1.04 extensively repaired.

The track is patrolled daily by some member of the section force.

At Dunkirk 1 track is crossed by 1 track of the N. Y. C. & H. R. and 1 track of the W. N. Y. & P., side by side: protected by tilting board; 1 track is crossed by a sidetrack of the Erie railroad: protected by trainmen when using it. It is close to the terminal of the D., A. V. & P., and movements over it are very slow.

At Falconer Junction 1 track is crossed by 2 tracks of the Erie railroad: protected by an interlocking plant including derails.

At Fredonia 1 track is crossed by 1 track of the Buffalo and Lake Erie Traction Co.: no derails and no trough over the trolley wire were provided.

Trains are moved by telegraphic train order system. In view of the light traffic this seems to be sufficient.

No interlocking plants are operated. The one at Falconer Junction, governing the crossing of the Erie railroad, is operated by that company.

The terminal facilities at Dunkirk, while small, seem entirely ample for the business. Freight facilities seem to be well provided for. On the slopes of Lake Erie there is a heavy grape business, and in this section there is demand at certain seasons of the year for storage facilities. These have apparently been provided. At other points along the road the facilities apparently meet the demands.

During the past year the following improvements have been made: bridge 36.29, a pile trestle 60 ft. long replaced by 36-in. castiron pipe; bridge 41.83, two frame bents with rail stringers replaced by 24-in. castiron pipe; bridge 41.41, a pile bent cattle-pass of 6-ft. opening replaced by pile bent structure with 15-ft. opening; culvert 8.53, stone box replaced by 5 ft. concrete pipe; culvert 9.12, stone box replaced by 24-in. castiron pipe; culvert 9.30, stone box replaced by 24-in. castiron pipe; culvert 9.46, stone box replaced by 24-in. castiron pipe; culvert 9.93, stone box replaced by 30-in. castiron pipe.

New passenger and freight house erected at Fredonia.

Recommendations: Referring to the recommendations contained in the last inspection report: Nothing had been done to the masonry of the abutments of the plate girder bridge at

Gerry, bridge 26.27. Pile bents are in place taking practically all of the load. So long as these bents are in good condition the structure will be safe, but the masonry should be repaired promptly and the bents removed. In addition to the above, I recommend that the minor bridge repairs indicated in the report be made; that more attention be paid to the drainage of the roadbed and the condition of the cuts and ditches.

Respectfully submitted,

C. R. VANNEMAN,
Steam Railroad Inspector.

ERIE RAILROAD.

Inspected October 3–13, 1910. Last previous inspection October 13–22, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Erie railroad and respectfully report as follows:

That portion of the Erie railroad within the State of New York is comprised of all or portions of the following divisions: New York, Delaware, Susquehanna, Tioga, Rochester, Buffalo, Allegheny, Bradford, and Meadville. Each superintendent's division will be treated separately. In former reports the New Jersey and New York divisions have been treated separately; since the lines are included in the territory under the control of the superintendent of the New York division, they will be treated in this report under the latter division.

The Greenwood Lake branch extends within the State for but a short distance. It is maintained in good condition; no further remarks will be made about it.

Appended hereto are tables showing the principal physical characteristics of each of the divisions.

New York Division.

The New York division consists of that portion of the main line extending from the New York-New Jersey state line at Suffern to Port Jervis; that portion of the Northern railroad of New Jersey extending from a point near Tappan to Nyack; that portion of the New Jersey and New York railroad extending from Pearl river to Haverstraw; the Piermont branch, extending from Piermont to Suffern, where connection is made with the main line; the New City branch, extending from a connection with the N. J. & N. Y. R. R. at Nanuet to New City; the Newburgh and New York branch, extending from a connection with the main line at Newburgh Junction to Vail's Gate Junction, where connection is made with the Newburgh branch; the Erie and Jersey railroad, extending from a connection with the Newburgh and New York branch at Highland Mills to Graham, where connection is made with the main line; the Newburgh branch, extending from a connection with the main line at Greycourt to Newburgh; the Montgomery branch, extending from a connection with the main line at Goshen to Montgomery, where connection is made with the Wallkill Valley branch of the West Shore railroad; the Pine Island branch, extending from a connection with the main line at Goshen to Pine Island; the Crawford branch, extending from a connection at Crawford Junction with the N. Y., O. & W. Ry. west of Middletown to Pine Bush (Erie trains run over the N. Y., O. & W. Ry. between Middletown and Crawford Junction).

The general alignment of the main line may be termed good for most of its length, although there are a great many curves of considerable length but moderate degree of curvature; a few are quite sharp for main line work. This curvature is occasioned chiefly by the meandering of the streams which it follows, and also the fact that it crosses the northern slopes of the Blue Ridge mountains. The grades are long and generally regular, with several which are quite steep, particularly in the western section where the limiting grades exist. The cuts and embankments as a rule are in first-class condition and the drainage has been given a great deal of attention. There is an occasional point where this feature has been overlooked, but on the whole consistent and good work has been done. It was noted that on this division each section was provided with a wheelbarrow, and in nearly every gang a man was designated to clean the ditches by wheeling the material which falls from the slopes out of the cut to embankments at either end. This method is obviously so superior to the common method of occasionally throwing the dirt up on the bank, to be washed down by the first rain, that comment is unnecessary. The track alignment and surface are good throughout, a condition which is noteworthy when the heavy traffic operated over this line is considered.

The branches, with the exception of the Erie and Jersey, present no unusual features, each being constructed in valleys lying parallel with the Hudson or those whose streams are tributary thereto. In general the cuts and embankments are what may be termed long standing, having attained their natural slope and become covered with a heavy turf which sustains them. A few are slightly narrow, and they would be much improved by cutting back. The ditches as a rule are good, the soil in the eastern section possessing natural drainage ability. Certain isolated points were noted where ditches could be improved. On the Piermont branch near mile-post 14, large boulders were observed which were protruding into the ditch and deflecting the water into the track: these should be removed, and could be with little expense. West of Spring Valley a very wet ditch was observed which was being improved. A few wet ditches were observed on the N. J. & N. Y. R. R. in the vicinity of Summit Park, and in the vicinity of mile-posts 7 and 12 on this branch the ditches could be considerably improved. The track alignment and surface were fair on the Northern railroad of N. J.; fair on the Piermont branch; fair to poor on the New Jersey and New York railroad; fair on New City branch; moderately fair on the Newburgh and New York branch; fair on the Newburgh branch; fair to poor on the Montgomery branch and Crawford branch; poor on the Pine Island branch. The conditions of subgrade on the last named are such as practically to prohibit good line or surface, the soft, moisture laden soil constantly slipping.

The Erie and Jersey railroad is a recently completed line intended for freight use chiefly, it being constructed to obviate the heavy grades of the main line and to provide additional track facilities. The chief object in view therefore was to keep the grade down as much as possible, and hence extensive cuts and fills at a number of places have been involved. A great deal of the cutting is sidehill work, and the formation through which these sections of the line pass is a shaly rock with a dip of between 40 and 45 degrees. Since the slopes of the valleys are almost parallel with the planes of the strata of these rock formations, it follows that at numerous points the intersection of the plane of the grade of the roadbed and the plane of the rock strata coincides with the ditch line. At a number of places, particularly between Highland Mills and Moodna viaduct and between Otisville tunnel and Graham, the rock slope had been made greater than 45 degrees with the horizontal, and in consequence a great deal of the loose rock has slid down along the planes of the strata to the roadbed. So much of this has occurred that it has become necessary that the company take great precaution to prevent further sliding, and engage in extensive clearing and securing with the aid of masonry, etc. At the time of the inspection there was still a considerable quantity of the rock yet to be removed, and undoubtedly these slopes will require attention for a long time in the future.

As may be expected with a new line, the drainage has not been fully developed and there were apparent many places in which this will have to be prosecuted to a great extent. Naturally, the line and surface are not good, although there are many points where apparent improvement has been made over original conditions.

In general therefore it may be said that the Erie and Jersey will require considerable attention for several years in order to bring the condition of its sub-base up to the standard which will be required.

The steel bridges on all of the lines are in good condition. Those of the main line and the Erie and Jersey are practically entirely of modern design and are maintained in good condition. It was noted at the eastern end of the Moodna Creek viaduct on the Erie and Jersey that a considerable quantity of fill had been dumped against one of the posts, covering it from the pier foundation vertically for a distance of about 6 ft.; this material should be removed, since strains are introduced by the weight of the material for which the post was never designed and for which no provision was made. On the Northern railroad of New Jersey bridge 23.35 consists of a deck plate girder on stone masonry. The north abutment has shown signs of settling and cracking and a timber bent has been installed to assist it. The bent is in good condition, but when it reaches a stage where renewal is necessary the abutment should be reconstructed. The masonry of bridge 17.97 needs pointing. The metal on bridges 2.63 and 11.22 should be painted. On the Piermont branch the west abutment of bridge 2.63 is reinforced by a framed bent; it appears to be in satisfactory condition for another year at least, after which the abutment should be reconstructed. On the New Jersey and New York railroad the ties on the bridge just east of Haverstraw are very much askew, and the southwest bearing seems to be a little short. On the main line the metal bridges appear to be in good condition throughout. The paint on a few was rather poor, considerable rust being apparent. Poor outside guard-rails were noted on bridges 30.11, 30.66, 39.55, 56.43, and 86.44. Bridge 73.59 is a deck plate girder bridge, to bearings of which are carried on timber wall plates set into the stone masonry; a substantial bridge seat should be installed. Within the Port Jervis yard there is a culvert which crosses the yard at right angles; this culvert consists of I-beams on masonry, all of the freight tracks being planked over; it appears that considerable economy could be effected in the maintenance of this structure if the deck were made a solid concrete one, and considerable danger to employees, through failure to discover defective planking, be eliminated.

Within Newburgh, on the Newburgh branch, there is a short viaduct (18.36) which is reinforced by timber bents. The traffic over it consists chiefly of switching movements and passenger trains. The power used on these is light, and so long as the timber remains sound the construction will be satisfactory; when renewals become necessary it seems that it would be a wise policy to renew the structure completely. A number of poor ties were noted on bridge 18.28; the remainder of the metal bridges on this branch are in good condition.

The bridges on the Newburgh and New York branch appeared to be in good condition as a whole, with the exception of 0.40 which was reported in the last inspection report. Nothing has been done to this structure, since the company contemplates making some changes in the track layout in the vicinity which may necessitate the construction of another bridge in an entirely different location. At present, piling is installed under the panel points of the pony truss, and this appears to be sufficient to take care of the present loading. Some of the masonry on a number of the bridges appeared to need pointing.

The bridge structures on the remainder of the branches are in good condition.

The only timber trestles remaining in the tracks are on the Piermont branch and the Pine Island branch. No. 6.93 in the former will need extensive repairs during 1911; the outside guard-rail on 8.52 is poor near the southeast end; several poor ties and portions of the outside guard-rails were noted on No. 14.57, and poor ties on No. 16.18; poor outside guard-rail on first trestle east of Suffern. The trestles on the Pine Island branch had just been repaired and are in good condition.

The culverts and cattle-passes on the main line were in very good condition; on some of the branches a number of them were rather poor and should receive extensive repairs during the coming season. The dry stone masonry in culvert 1.36 on the Newburgh branch is in poor condition, and should be repaired or replaced by more substantial masonry. On the Crawford branch several poor ties were noted in the opening just west of Crawford Junction; culvert 4.88 is in fair condition only; a number of the stones in the dry stone masonry of culvert 5.70 appear to be working loose; the dry stone masonry in culvert 7.41 was in fair condition only, and the outside guard-rail was poor; culverts 7.76 and 8.48 were in poor condition and should be thoroughly repaired during the coming season. On the Montgomery branch the masonry of culvert 1.15 is in poor condition, the same being reinforced by timber bents; concrete culvert 3.20 should have parapets constructed on it to hold the embankment; culvert 6.33 has poor masonry which should be repaired; there were several badly burned ties on culvert 6.48, which should be replaced; the dry stone masonry of structure 7.55 is reinforced by timber bents: this structure should be thoroughly repaired during the coming season; the same statement applies to structure 8.04. Both of these structures were reported in the report for 1909, but nothing appeared to have been done. On the Pine Island branch the masonry of structure 3.07 is in fair condition; similarly the masonry of culvert 3.16 should be repaired; 5.28 is a cattle-pass which is not used and which now is nearly filled with cinders: this structure should either be rebuilt or eliminated, the masonry being in poor condition.

The small box culverts on all of the branches appeared to be open and in good condition.

A number of overhead highway structures which are now less than 21 ft. in clearance were noted, which could be raised to full clearance with comparatively little expense. These were: Piermont branch: the bridge west of structure No. 13.03; the bridge west of structure 14.57; the structure west of 16.18; New Jersey and New York: the bridge near mile-post 5; the bridge west of mile-post 4. Newburgh branch: the bridge near mile-post 55.

The station buildings in general were in fair condition. A few were noted where improvements would be beneficial: The platform at Orangeburgh, on the Piermont branch, is in poor condition; the building at Spring Valley would be very much improved by paint; a general interior overhauling is needed at Pearl River, on the N. J. & N. Y. R. R.; at Southfields there was a concrete platform which was apparently poorly laid and which had disintegrated very much; at Harriman, formerly Turners, the old station was being used but a modern one was being erected about ¾ mile east of the old one; the building at Monroe was dirty and dingy; at Graham, formerly Guymard, an old passenger car is used: a new station should be built; at Vail's Gate Junction, on the Newburgh branch, the waiting room was partly filled with freight; the exterior of Salisbury Mills is in need of attention.

A number of improvements had been made at many of the stations, such as painting, new platforms, etc. A general improvement was noted at Nyack, where extensive platforms had been built. A new station had been erected at Munsey, on the Piermont branch. Screenings were being spread at many of the stations where this class of platform is used.

There is one feature about the Erie stations as a whole which seriously detracts from the general appearance of the road: this is the display of advertisements with which the station buildings are surrounded. Doubtless this is a source of revenue to the company and as such is to be considered, but the general untidy and unsightly appearance which they engender it seems would outweigh the compensation received.

The rail on the main line is in good condition. It is of heavy section, and renewals are made as necessary. That on the Northern railroad of New Jersey is in good condition; a number of loose bolts were noted, and a few cracked splices. On the Piermont branch the rail is in good condition, but a few cracked splices were noted, especially in the vicinity of mile-post 7. The rail on the New City branch is in good condition for the traffic maintained. The rail on the N. J. & N. Y. R. R. is in fair condition; considerable of it is light, and somewhat worn in places; the traffic however is light, and unless heavier power is used it will be satisfactory. On the Newburgh branch the rail is in fair condition; some of it is moderately light and somewhat bent and worn; generally it is in satisfactory condition for the traffic which is carried. The rail on the Newburgh and New York branch is good on the eastern end; but that on the western end is light, and in some places badly worn. Renewals should be made of this latter section. It was noted that quite a little relayer rail was being installed on this section in the vicinity of mile-post 50–12. The rail on the Erie and Jersey is practically new and is in good condition. On the Crawford branch the rail section is light, but the physical condition of the rail is satisfactory for the very light traffic which is handled. On the Montgomery branch the rail is in fair to poor condition. A great deal of the poor line and surface might be attributed to the condition of this rail, since quite a little of it is badly bent and considerably worn. This rail should be maintained in better condition, since in addition to the traffic caused by the Erie railroad proper there is some traffic from other lines which use this branch jointly with the Erie. The rail on the Pine Island branch is in as good condition as can be expected, owing to the unusual physical conditions existing in the sub-base. It is very difficult to maintain good line or surface on account of the subsidence of the swampy soil on which the embankment is made, and as a result the rail is bent in many places. Further, a great deal of difficulty is experienced in preventing the rail from running, and it is necessary to install switch points at frequent intervals, spiked to the stock rail, thereby releasing the strain which would be otherwise occasioned in the joints. Some heavier rail has been installed on this branch, and further renewals should be made from time to time.

The tie condition on all of the branches is good, with the exception of the Crawford branch; the ties appear to be properly spaced and installed in sufficient number, and renewals appear to have been made when needed. On the branch mentioned however the latter is not true, for a number of very poor ties were noted, on the western end of this branch particularly. These poor ties should be eliminated. Tie-plates were used on the main line to quite an extent, but it would seem that more universal use of this device should be made, especially on curves. It would seem expedient, also, to install second-hand or new plates under the light rail on some of the branch lines. If this were done a great deal of the cutting into the ties caused by the narrow base of the light rail would be prevented.

Split switches are used at all of the main track switches both on the main line and all the branches, with the exception of one instance on the Pine Island branch where a Wharton switch is used. Stiff and spring rail frogs are used, the former being used chiefly in connection with the light rail and at interlocking plants or other points where a great amount of traffic is diverted through the turnouts. Automatic and rigid switch stands of approved modern types are used at all switches; these are equipped with targets and lamps. At a number of outlying switches high targets are used. Outlying and other facing point switches on the main line and some of the branches are equipped with automatic locks controlled from towers. Red is used for stop, yellow for caution, and green for proceed, in night signals. At interlocking plants signals for reverse movements show blue purple at night when switch is set for main line; this indication is not visible for a very great distance, and is used chiefly in connection with interlocking plants so that the regular block signals will not be confused. Derailing switches are installed at points where their installation appears necessary and are equipped with targets in almost every instance.

The main line is well ballasted with stone practically throughout, in a very good quantity. At a few points the ballast appeared to be in need of slight renewal, a considerable quantity having been worked under the ties. The Erie and Jersey is ballasted with stone partially; all fills are ballasted with cinder, this being the usual method of procedure on account of the uneven settlement of embankments and the loose nature of the filling material. Further, the cinder makes an excellent bed on which later to place the stone, it practically prohibiting the stone from working down into the filling material. Some of the branches are ballasted with a good quality of gravel, while others are ballasted throughout with cinder. It would seem to be the

best policy to ballast all of the divisions having light and fairly infrequent traffic with cinder, on account of the economical advantage accruing from easy maintenance of line and surface on this material. Some portions of the branches should receive additional ballasting material during the coming season; on the whole however this feature of the branch lines is in a well developed state.

The right of way of all the lines with the exception of the Montgomery branch was in good condition. This branch was in poor condition as regards this feature: a number of piles of unburned weeds were noted which had evidently been in this condition for a considerable time, and many points were noted where proper cutting had not been done. This latter was also true of the Crawford branch and portions of the Piermont branch and New Jersey and New York railroad. The chief objection on the last was an excessive accumulation of underbrush and weeds. In view of the many fires which are now being started on account of defective spark-arresters and ash-pans, the question of the cleanliness of the right of way is one worth considerable consideration.

Fences as a rule were in good condition throughout. An occasional point was noted where repairs would effect better conditions, but on the whole the condition of the fence was found to be highly creditable. Road crossings are maintained in fairly good condition throughout. On a few, new planks should be installed and the filling between rails should be made with finer material, some being composed wholly of stone ballast. This class of material, particularly when fresh, makes traction difficult and lengthens the passage of a team across the crossing quite a little. Road crossing-signs appeared to be in good condition and were installed where required.

Since the last inspection the following improvements in fences have been made:

Line or branch.	Miles new.	Miles repaired.
Main line	3.36	1.00
Newburgh branch	1.00	.75
Newburgh and New York branch	1.50	.75
Montgomery branch	.50	.50
Pine Island branch	.50	.29
Crawford branch	.50	1.00

The section forces appear to be ample in all instances and the disposition of the men appears to have been made to the best advantage. Especially commendable is the delegation of 1 man of the gang to the duty of keeping the ditches and other drains in first-class condition. While the amount of good work accomplished by this method is not measurable in any concrete quantities, yet it is safe to say that a very considerable amount of work which would otherwise be necessary in tamping up track at low and wet spots is entirely obviated. The conspicuous absence of churning joints is no doubt attributable in no little degree to this procedure. Regular trackwalkers are employed and special watchmen are put on at points where they may be occasionally required.

At Campbell Hall 1 track of the Montgomery branch crosses at grade 2 tracks of the New York, Ontario & Western railway; protected by interlocked signals; all trains are required to come to a full stop. At Campbell Hall Junction 1 track of the Montgomery branch crosses 2 tracks of the Erie and Jersey railroad; protected by a modern and complete interlocking plant. At Sparkhill 1 track of the Piermont branch crosses at grade 1 track of the Northern railroad of New Jersey; protected by a high target signal, all trains being required to come to a full stop. At Nanuet 1 track of the Piermont branch crosses at grade 1 track of the New City branch; protected by a high target signal, which at the time of the inspection was so poorly painted that it was difficult to distinguish which wings were red and which were white when at a distance of about 50 ft. from the target; all trains are required to come to a full stop. At Middletown 3 tracks of the main line cross at grade 1 track of the Wallkill Transit Company's electric railroad; protected by derails and trough over wire.

Movements over the various lines are governed as follows: Main line: by 2-blade, 2-position, lower quadrant, normal clear, automatic signals from Suffern to Middletown Summit; by manual telegraphic blocks with standard bell code from Middletown Summit to Graham; by 2-blade, 2-position lower quadrant, automatic signals, from Graham to Sparrowbush. Newburgh branch: by manual telegraphic block system. Newburgh and New York branch: by 2-blade, 2-position, lower quadrant, normal clear, automatic signals, from Newburgh Junction to Highland Mills; by manual telegraphic blocks from Highland Mills to Vail's Gate Junction. Montgomery branch: by manual telegraphic block. Pine Island branch: by telegraphic train order system. Crawford branch: by telegraphic train order system. Northern railroad of New Jersey: by manual telegraphic block system. Piermont branch: by manual telegraphic block system. New Jersey and New York railroad: by telegraphic train order system. New City branch: by telegraphic train order system. Erie and Jersey: by 2-blade, 2-position, lower quadrant, normal clear, automatic signals.

The automatic signal installations have been worked out with great care and are installed with apparent good judgment as to location, etc. In practically every instance, although a considerable portion of the line is very crooked, good views of the signals are obtainable. The manual blocks installed on the main line and on the branches are apparently adequate for the business, although it would appear that the gap between Middletown Summit and Graham on the main line might be closed and greater expedition be accomplished. The automatics are operated under the general method of "stop and proceed" when a stop indication is displayed. The manual blocks are operated positively for opposing trains and trains following first-class trains, and permissively for inferior class trains following inferior class trains.

Interlocking plants are installed at all the principal sidings, crossings, and other points where they will facilitate movements. The following is a list of the interlocking plants: Main line: Suffern, Ramapo, Sterlington, West Tuxedo, Arden, Turner, Greycourt, Goshen, Middletown, East Howell, Otisville, Guymard, Port Jervis, and Sparrowbush. Erie and Jersey branch: Highland Mills and Campbell Hall.

The interlocking plants as a whole appear to be in good condition. A number of them are quite old and the interlocking is not as extensive as some of the more modern plants; they are all, however, effective, and appear to handle the traffic in a proper and expeditious manner.

It may be said in general that the terminal facilities are in good condition and are apparently adequate for the business. At Port Jervis there is an extensive yard where the heavy trains brought down over the Delaware division are reclassified so that they may be handled over the New York division. This classification has been very much simplified by the completion of the Erie and Jersey railroad, over which the ruling grades are much lighter than those on the old line. In view of the size of the yard at Port Jervis it is difficult to measure its effectiveness except by a close study of the methods; but from a general observation of its condition at the time of the inspection and the general traffic condition which existed at that time, it seems safe to argue that it is efficiently and intelligently laid out and managed. The general freight facilities at the various points along the line seem to be adequate, although somewhat congested in some of the larger cities and towns. This appears especially true of the conditions at Middletown. The passenger business as a whole seems to be provided for in a fair to good manner.

At interesting feature of operation appears in connection with the two existing lines between East Howell and Graham: The old line, by a circuitous route and steep grades, ascends the side of the mountain and crosses the divide through a notch at Otisville. The Erie and Jersey, which makes connection with this line at OD tower, west of Howells, proceeds westward through the divide by means of a double track tunnel, with a good line and easy grades, finally connecting with the main line again at Graham. The company is still operating the old line, sending all of its passenger trains and some of its freight trains over it. The reason for this method of operation is certainly not apparent. The only passenger station between Howells and Graham is Otisville. The tunnel passes almost directly under Otisville, and it would be a simple matter to install a station at or near the east portal of the tunnel. By this means the passenger and freight business at this point could readily be accommodated and considerable expensive operation be obviated. The number of tracks on the Erie & Jersey appears to be sufficiently adequate for the business which is to be handled, there being no apparent reason for requiring 4 tracks. One objection which might be interposed is the condition of the tunnel: when subject to heavy traffic this tunnel is almost constantly filled with smoke; but it seems that this might be overcome to a great degree by the installation of a proper ventilating shaft. In view of the apparent excess in the cost of operation of the old line over that on the Erie & Jersey, and the maintenance, it seems that a consideration of this feature would be worth while.

Since the last inspection the following improvements have been made:

Span bridges replaced: Main line: bridge 37.26, deck I-beam, replaced by concrete box culvert; bridges 44.54, 51.03, 51.19, 53.10, and 53.19, deck plate girders, replaced by deck plate girders; bridges 78.92, 79.19, and 82.52, deck I-beam spans, replaced by reinforced concrete structures. Newburgh branch: bridge 10, half through plate girder, replaced by half through plate girder. Newburgh and New York branch: bridge 11.79, deck I-beam span, replaced by pipe and filled. Montgomery branch: bridge 3.20, deck wooden stringers, replaced by 40-in. pipe; bridge 5.92, deck I-beam span, replaced by 30-in pipe. Crawford branch: bridge 5.00, deck wooden stringers, replaced by reinforced concrete structure. Northern railroad of New Jersey: bridge 25.93, deck wooden stringers, replaced by 36-in. pipe. Piermont branch: bridge 17.01, deck wooden stringers, replaced by reinforced concrete.

Bridge masonry rebuilt: Montgomery branch: bridge .001, west abutment rebuilt.

Station buildings, etc., new, repaired, and painted: Main line: Sparrowbush, new station; Port Jervis, new blacksmith shop, scrap house and lumber shed; Goshen, new floors and platforms, and office changed; Otterkill creamery, new sills and concrete floor. Buildings painted: Suffern, station, tower, freight house, oil house; Goshen, station; Otisville, station and flagman's shanty; Port Jervis, "BC" tower and water tank; Sparrowbush, station. Newburgh branch: Newburgh, new ice house; water tank at West Newburgh renewed. Buildings painted: Blooming Grove, station; Vail's Gate, station; Newburgh, ice house. Newburgh and New York: Central Valley, station repaired. Buildings painted: Central Valley, station; Highland Mills, freight house; Woodbury, freight house and station. Montgomery branch: Campbell Hall, station painted. Pine Island branch: Pine Island, new station. Crawford branch: buildings painted: Bullville and Thompson Ridge, stations. Northern railroad of New Jersey: Piermont, freight house and water tank painted. Piermont branch: Blauvelt and Orangeburgh, stations painted. New Jersey and New York railroad: Woodbine, new engine house; Mt. Ivy and Union, station and freight house painted. New City branch: Bardonia, water tank painted.

Bridges painted: Main line: Nos. 47.35, 51.75, 63.65, 63.90, and 74.80. Newburgh branch: Nos. 5.95 and 9.12. Crawford branch: No. 7.00. Northern railroad of New Jersey: Nos. 20.27 and 23.35. New Jersey and New York railroad: Nos. 31.04, 32.57, 33.31, 33.38, and 33.47.

Other improvements: New storage track .235 mile in length constructed at Newburgh Junction; addition of 1000 ft. to 2 outgoing yard tracks at Port Jervis; automatic signals of the 2-blade, 2-position, lower quadrant, normal clear type installed between Graham and Sparrowbush; new interlocking tower at "BC", Port Jervis; concrete platforms at Goshen; frog and switches removed from 6-degree curve in front of Otisville station; 2 grade crossings, one ½ mile east of Howells, and one at Graham, eliminated.

With reference to the recommendations contained in the last annual inspection report, I have to report as follows: 1, Ditching is in progress on the Erie and Jersey railroad. 2, Nothing has been done to bridge 0.4 on the Newburgh and New York branch. 3, Bridges have been painted in accordance with list in report. 4, Nothing has been done to masonry of bridges 55.68 and 56.08; the condition of the masonry on these structures is fair. 5, Nothing has been done to the masonry of bridges 1.36 on the Newburgh branch or 1.15, 6.33, 7.55, or 8.04 on the Montgomery branch; these should be taken care of during the coming year. The only way to maintain the last in a safe condition is to rebuild it. Bridge 3.20 was replaced by a 36-in. pipe. 6, The masonry of bridge 1.16 on the Pine Island branch is now in good condition. Nothing done with bridges 3.07, 3.16, or 5.28 on same branch, all of which need prompt repairs. 7, All structures on the Crawford branch are in the same condition as last year with the exception of 5.00, which has been rebuilt. 8, Targets are apparently installed at all derailing switches where necessary. 9, It is difficult to decide just how much work has been done toward cleaning up the right of way on the Newburgh, and Newburgh and New York branches; there is room for considerable more work along this line. 10, A new station was in progress of erection at Harriman (formerly Turners) and a new station had been completed at Pine Island. 11, Nothing has been done toward the renewal of bridge 30.97 on the New Jersey and New York railroad. This work should be promptly done. 12, Nothing has been done to open culvert 2.63; repairs on this culvert should be made without fail during the coming season. 13, A number of trees were noted on the right of way of the Piermont branch which should be removed. 14, Some repairs had been made to fences.

From the above statements it will be noted that there were a considerable number of the recommendations of the inspector about which nothing was done. With all of them, with the possible exception of No. 12, I concur. This latter structure appeared to be in such a condition that its renewal could be safely postponed for another year. The physical condition of the other structures mentioned is such that the exact state can not be determined, and to continue them in service without renewal is taking a chance. It might be that they would last for several years, and further, it might be that they would unexpectedly collapse. To me it seems that the safest course to pursue is the renewal of all mentioned.

In addition to the above I have to recommend that 1, the ditches on the Piermont branch be freed from all obstructions; 2, the ditching and sloping in progress on the Erie and Jersey railroad be continued; 3, the line and surface of the Montgomery branch be much improved; 4, the fill at the east end of Moodna viaduct on the Erie and Jersey railroad be cleared away from the foot of the posts of the structure.

1. Location and length of tracks:

Line or branch.	From	To	Main track (miles).					Siding.
			1st.	2nd.	3rd.	4th.	Total.	
Main line	Suffern	Sparrowbush	60.30	60.30	12.85	0.75	134.20	92.862
Newburgh branch	Greycourt	Newburgh	18.73	5.58	.....	.....	24.31	13.843
Newburgh & N. Y. branch	Newburgh Jct	Vail's Gate Jct	12.64	4.00	.....	.....	16.64	2.140
N. R.R. of N. J	Tappan	Nyack	5.82	2.50	.....	.....	8.32	2.152
N. J. & N.Y. R.R	Pearl River	Haverstraw	13.85	.....	.....	.....	13.85	1.449
Piermont branch	Piermont	Suffern	18.00	.....	.....	.....	18.00	.980
New City branch	Nanuet Jct	New City	4.29	.....	.....	.....	4.29	.393
Montgomery branch	Goshen	Montgomery	10.45	.....	.....	.....	10.45	2.601
Pine Island branch	Goshen	Pine Island	11.64	.....	.....	.....	11.64	2.311
Crawford branch	Crawford Jct	Pine Bush	10.22	.....	.....	.....	10.22	.888
Erie & Jersey R.R	Highland Mills	Graham	38.60	.....	.....	.....	38.60	8.500
Greenwood Lake branch	Sterling Forest	End of line	.021	.....	.....	.....	.021	0.0

2. Rail:

Line or branch.	Rail.					
	100 lb.	90 lb.	80 lb.	74 lb.	63 lb.	60 lb.
Main line	17.40	108.83	.....	.....	.....	.....
Newburgh branch	.....	0.51	7.5	16.3	.....	.....
Newburgh & N. Y. branch	.....	8.00	.....	.....	8.64	.....
N. R.R. of N. J	.....	.....	8.32	.....	.....	.....
N. J. & N. Y. R.R	.....	.....	2.75	2.09	.....	8.19
Piermont branch	.....	.....	18.00	.....	.....	.....
New City branch	.....	.....	.....	4.29	.....	.....
Montgomery branch	.....	0.87	.....	4.93	4.65	.....
Pine Island branch	.....	1.00	2.70	.....	7.94	.....
Crawford branch	.....	.....	.....	0.66	9.56	.....
Erie & Jersey R.R	.....	75.60	.....	.....	.....	.....
Greenwood Lake branch	.....	.....	.....	.....	.....	.021

3. Rail renewals:

Line or branch.	New rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1909	4.0	Bess.	90 lb.	1897
Pine Island branch	.....	.....	.....	.....	.....	.....	.....

3. Rail renewals (*concluded*):

Line or branch.	Relayer rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1897	1.5	Bess.	90 lb.	1898
Pine Island branch	Bess.	90 lb.	1897	1.0	Bess.	63 lb.	1878

4. Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.			Renewals (untreated).
	Oak.	Y. P.	Chest.	
Main line	2.0	98	.....	4½%
Newburgh branch	4.0	96	.....	2 %
Newburgh & N. Y. branch	3.0	97	.....	2 %
N. R.R. of N. J	5.0	95	.....	2 %
N. J. & N. Y. R.R	7.0	91	2.0	2 %
Piermont branch	4.0	95	1.0	1½%
New City branch	1.0	98	1.0	1 %
Montgomery branch	2.0	98	.....	1½%
Pine Island branch	5.0	95	.....	2 %
Crawford branch	2.0	98	.....	1 %
Erie & Jersey R.R	.....	100	.....	0
Greenwood Lake branch	8.0	90	2.0	1 %

5 Ballast:

Line or branch.	Ballast in track (miles single track).			Ballast renewals.			Ballast replacement, Stone.
	Stone.	Cinder.	Gravel	Stone.	Cinder.	Gravel.	
Main line	118.20	.....	16.0	15.0	.....	.....	2.0
Newburgh branch	.....	20.31	4.0	.....	1.5	.....	.....
Newburgh & N.Y. br.	.....	8.00	8.64	.....	.....	2.0	.....
N. R.R. of N. J.	.....	5.12	3.20	.....	.....	.....	.....
N. J. & N. Y. R.R.	.....	.....	13.85	.....	.....	.....	.....
Piermont branch	.....	18.0	.....	.....	.....	.....	.....
New City branch	.....	4.29	.....	.....	.....	.....	.....
Montgomery branch	.....	6.41	4.04	.....	.....	.....	.....
Pine Island br.	.....	6.64	5.00	.....	1.3	.....	.....
Crawford br.	.....	10.22	.....	.....	.....	.....	.....
Erie & Jersey R.R.	77.2	.....	.....	3	.....	.....	.....
Greenwood Lake br.	.....	0.21	.....	.....	.....	.....	.....

6. Alignment and grade:

Line or branch	Maximum curvature		Total △*
	Degree.	Location.	
Main line	6° 40′	M. P. 48	3259° 9′
Newburgh branch	5° 0′	¼ mi. W. of M. P. 11	1617° 32′
Newburgh & N. Y. branch	4° 0′	Mountainville	591° 36′
N. R.R. of N. J.	6° 0′	Sparkill	328° 55′
N. J. & N. Y. R.R.	9° 0′	E. of M. P. 41	1203° 20′
Piermont branch	6° 05′	Sparkill	1213° 36′
New City branch	3° 30′	M. P. 3.25	141° 50′
Montgomery branch	9° 0′	Goshen	382° 14′
Pine Island branch	5° 0′	Florida	441° 15′
Crawford branch	5° 0′	¼ mi. E. of Pine Bush	269° 40′
Erie & Jersey R.R.	4° 0′	W. end Otisville Tunnel	1193° 41½′
Greenwood Lake branch	.....	.....	.....

* △= Total curvature, central angle.

6. Alignment and grade (*concluded*):

Line or branch.	Maximum grade.			
	Per ct.	Length.	Direction.	Location.
Main line	1.1	2 mi.	West	Otisville.
Newburgh br.	2.0	2.5 mi.	West	Newburgh.
Newburgh & N. Y. br.	1.1	¼ mi.	East	1 mi. W. of Vail's Gate.
N. R.R. of N. J.	1.4	1 mi.	East	Piermont.
N. J. & N. Y. R.R.	1.0	5 mi.	East	Mt. Ivy.
Piermont br.	1.1	7 mi.	West	M. P. 5½ to Munsey.
New City br.	1.0	1 mi.	East	New City.
Montgomery br.	0.7	2 mi.	East	Kipps.
Pine Island br.	0.7	¼ mi.	East	1 mi.W. of Orange Farm
Crawford br.	2.0	¼ mi.	East	¼ mi. E. of Pine Bush.
Erie & Jersey R.R.	0.6	1 mi.	East	Howells.
Greenwood Lake br.	0.001	.021 mi.	West	Sterling Forest.

11. Highway grade crossings:

Line or branch	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	9	5	15	41
Newburgh branch	.....	4	1	15
Newburgh & N. Y. branch	.....	.....	1	8
N. R.R. of N. J.	5	1	3	5
N. J. & N. Y. R.R.	.....	1	3	24
Piermont branch	2	.....	3	22
New City branch	.....	.....	.....	10
Montgomery branch	.....	1	.....	16
Pine Island branch	.....	.....	.....	14
Crawford branch	.....	.....	.....	15
Erie & Jersey R.R.	.....	.....	.....	.....
Greenwood Lake branch	.....	.....	.....	.....

13. Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line	Ramapo	32.63	Through metal truss	17′ 6½″
Main line	West of Monroe	50.10	Through wooden truss	18′ 7½″
Main line	West of Oxford	52.65	Through metal truss	19′ 5½″
Main line	West of Greycourt	53.45	½ Through plate girder	20′ 1″
Main line	West of Goshen	59.51	Through wooden truss	19′ 4″
Main line	East of Meadville	64.84	Through metal truss	17′ 1½″
Main line	West of Meadville	67.15	Through metal truss	20′ 3″
Main line	West of Howells	72.88	Through metal truss	20′ 6″
Main line	West of Port Jervis	87.80	Through metal truss	19′ 5½″
Newburgh branch	West of Newburgh	17.33	½ Through wooden truss	16′ 3″
Newburgh & New York branch	East of Enderlin	10.59	Deck wooden truss	18′ 8″
Newburgh & New York branch	West of Enderlin	10.68	½ Through plate girder	19′ 8½″
New Jersey & New York R.R.	West of Mt. Ivy	28.50	Deck wooden girder	19′ 8″
New Jersey & New York R.R.	1st West of West Haverstraw	32.57	Deck I-beam girder	18′ 3½″
New Jersey & New York R.R.	2nd West of West Haverstraw	33.47	Deck I-beam girder	17′ ½″
Piermont branch	1st West of Blauvelt	4.54	Deck wooden girder	18′ 0″
Piermont branch	2nd West of Blauvelt	4.60	Deck wooden girder	19′ 9½″
Piermont branch	1st West of Munsey	13.80	Deck wooden girder	19′ 10″
Piermont branch	2nd West of Munsey	14.76	Deck wooden girder	19′ 10½″
Piermont branch	3rd West of Munsey	14.91	Deck wooden girder	19′ 1½″
Piermont branch	1st West of Tallmans	16.54	Deck wooden girder	19′ 10½″
Pine Island branch	West of Goshen	1.82	Deck wooden girder	19′ 6″
Crawford branch	West of Circleville	1.90	Deck wooden girder	18′ 2½″

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line	10	2	14	3
Newburgh br	6	1	1	1
Newburgh & N. Y. br.	5	.....	1	1
N. R.R. of N. J.	.....	.....	.....	.....
N. J. & N. Y. R.R.	1	.....	4	1
Piermont br.	4	1	6	.....
New City br	.....	.....	.....	.....
Montgomery br	.....	.....	.....	.....
Pine Island br.	.....	.....	1	.....
Crawford br.	.....	.....	1	.....
Erie & Jersey R.R.	15	4	16	1
Greenwood Lake br.	.....	.....	.....	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Main line	.....	2	37	11	.....	.....
Newburgh br	.....	3	12	2	.....	.....
Newburgh & N. Y. br	.....	.....	8	3	.....	.....
N. R.R. of N. J.	.....	.....	2	.....	.....	.....
N. J. & N. Y. R.R.	.....	2	1	1	.....	.....
Piermont br.	.....	.....	2	4	.....	5
New City br	.....	.....	.....	.....	.....	.....
Montgomery br.	.....	.....	1	.....	.....	.....
Pine Island br.	.....	.....	1	.....	3	1
Crawford br.	.....	.....	1	.....	.....	.....
Erie & Jersey R.R.	2	1	4	30	.....	.....
Greenwood Lake br.	.....	.....	.....	.....	.....	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes (*concl'd*):

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line	5	9	...	11	....	....	...	68	43
Newburgh br.	5	5	...	3	....	....	...	21	11
Newburgh & N. Y. br.	5	1	...	6	....	1	...	6	17
N. R.R. of N. J.	2	.....	...	.....	1	.....	...	2	20
N. J. & N. Y. R.R.	1	2	...	1	....	1	1	6	18
Piermont br.	2	1	...	1	....	1	1	19	8
New City br.	....	.....	...	1	....	....	...	2	2
Montgomery br.	....	.....	...	.....	8	....	...	1	7
Pine Island br.	....	.....	...	.....	3	....	1	.....	34
Crawford br.	....	1	...	4	13	....	1	7	7
Erie & Jersey R.R.	28	11	...	....	....	....	...	....	60
Greenwood Lake br.	....	.....	...	.....	.....	.....	...	.....	.....

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line	17	9.00	84	42	14	7
Newburgh br.	4	6.00	72	36	12	6
Newburgh & N. Y. br.	2	6.25	72	36	12	6
N. R.R. of N. J.	3	9.22	78	36	13	6
N. J. & N. Y. R.R.	3	5.50	78	36	13	6
Piermont br.	3	6.00	66	30	11	5
New City br.	1	4.29	.....	.....	11	5
Montgomery br.	1	7.00	.....	.....	11	5
Pine Island br.	2	7.00	.....	.....	11	5
Crawford br.	1	10.07	.....	.....	11	5
Erie & Jersey R.R.	10	8.1	84	42	14	7
Greenwood Lake br.	....	....	.....	.....	.....	.....

Delaware Division.

The Delaware division extends from mile-post 90, near Sparrowbush, to mile-post 90.853, at the Pennsylvania-New York state line on the bridge across the Delaware river at this point. From here it runs in the State of Pennsylvania, on the south bank of the Delaware river to mile-post 117.798, where it again crosses the Delaware river into New York state. From this point it continues within the State until it reaches the Pennsylvania-New York state line again at mile-post 186.62, this being the last point on the Delaware division within the State. The division terminates at Susquehanna, Penna.

The line follows the north bank of the Delaware river from the crossing of the latter at the point given above near Tusten to Deposit, where the river is again crossed. From this point the ascent of the divide between the watersheds of the Delaware and Susquehanna rivers is made, and the summit reached at Gulf Summit, just beyond which is the state line. From Tusten to Deposit the grades are quite easy, being practically the grade of river throughout this distance; but the curvature is very great, there being about 141 curves on that portion of this division which is within the State. The grade from Deposit to Gulf Summit is quite heavy and is the ruling grade of the division westbound. The curvature on this portion is moderate, being about the average for construction in country of this fairly rugged topography. With so much curvature the question of track alignment presents a rather difficult problem, especially since there are a great many reverse curves. However this feature is in excellent condition. The surface was similarly found in first-class condition. The state of these two features is due chiefly to the excellent drainage which has been provided, a great deal of underdrainage having been provided, with excellent results. The cuts, which are chiefly sidehill work in rock, are maintained in good condition. Some little difficulty is had with loose rock, but the worst sections are protected in dangerous weather by watchmen, and regularly at all times at eight other points. In one or two places slides were noted which occasionally give considerable trouble to the track department: these originate high up on the hill, and there exists practically no remedy for the trouble; eventually it may wear itself out, and at most only fill up the ditches. The embankments are good in every particular, particularly well developed shoulders being observed throughout. It was noted that in a great many places masonry retaining walls were necessary to fully protect the slopes; these have been well constructed and are in place wherever there is any need for them.

The physical condition of the substructure of this division is highly commendable.

The bridge structures are in first-class condition, only a few minor defects being observed. On bridges 171.81 and 173.72 the outside guard-rail was poor in one or two places. The large spans, or what may be termed bridges, are chiefly trusses and plate girders. With one exception these bridges were in good physical condition: The exception mentioned is bridge 162.64. I had an opportunity to observe this structure, which is a 2-track through Pratt pin connected truss bridge of 2 spans on stone masonry, under a heavy freight train moving at a fairly high rate of speed. There seemed to be considerable vertical and lateral sway, and I would suggest that the company make a thorough study of the amount of deformation in each member which permits this movement. It may be that some of the members are not taking their full share of the load, a feature which can be readily corrected. Externally the structure appears to be ample for the traffic. The floor system is of the suspended type, and this construction may have something to do with the deflection noted.

There are no timber trestles or other wooden track structures.

The culverts and cattle-passes are in first-class condition throughout, being wholly of masonry, or metal on masonry. The latter structures were in good condition.

The small box and pipe culverts were in good condition, being apparently free and open for the passage of water. The general cleanliness of all the openings, both the substructure and the waterways, was a highly noticeable and commendable feature.

The station buildings in general were well maintained and kept in a cleanly condition. A few platforms were noted which could have been improved by additional screenings.

The rail on the entire division is in good condition, renewals having been promptly and judiciously made. A few of the curves appeared to be worn quite a little, and these will be renewed during the coming season, or earlier if their condition demands it. East of Gulf Summit, in the vicinity of mile-post 180, there are 3 miles of rail on the westbound main track which is of 7-in. section and which was rolled in 1889; it is laid on a section where the grade is 68 in. to the mile ascending westbound. I examined this rail very carefully and found it to be in very good condition. Some of it is slightly bent and portions of the surface are burnt, due to wheels slipping, but the wear on the high rail on curves is comparatively small, and that on the low rail not excessive. Naturally with this grade freight movements over this section are not made at a high rate of speed and this may account in a measure for the remarkable preservation, although the quality of the rail is the chief factor.

The ties appeared to be in good condition throughout: well spaced and installed in sufficient numbers. Renewals appear to have been made in good quantity and intelligently. Tie-plates are used to a great extent.

Spring rail and stiff frogs, the latter chiefly at interlocking plants, are used. Split point switches with automatic and rigid stands are installed with proper targets and lamps. Derailing switches are used where necessary.

The ballast is chiefly gravel and of good quality. Replacements with stone were in progress. This work was being done in an efficient manner, especial care being given to the preparation of the sub-grade, and the drainage.

The right of way appeared in good condition throughout. Along the upper slopes on the river bank there was a considerable quantity of undergrowth at places; this is in a measure helpful, since it assists in holding loose material on the banks in place, preventing the ditches from becoming filled. The lower slopes and the property at other points were maintained in good condition.

The fences as a rule were in good condition. On account of the rugged nature of a portion of the country through which the line passes and the fact that but little grazing land exists in these regions, but little fencing is required. The fences in the vicinity of mile-posts 125, 170, and 180 were in fair condition only, and should be improved.

Since the last inspection 1.086 miles of new fence have been built, and 5.726 miles extensively repaired.

Road crossings where they exist are maintained in good condition, and road crossing and other track signs are installed in proper places and maintained in good condition.

The section forces appear ample. One member of the gang patrols the section daily.

There are no grade crossings of steam or electric railroads.

Train movements are governed by manual block signals in conjunction with the telephonic system of train dispatching. This block system has been worked out exceedingly well, the stations being disposed in an excellent manner and the signal arrangements, while probably not so modern as similar installations on other railroads of a more recent date, perform their function in a satisfactory manner. Interlocking plants are maintained at Tusten, Callicoon, Long Eddy, Lordville, Hancock, east of Deposit, west of Deposit, and Gulf Summit. These plants are used chiefly for the protection of the entrance to yards, crossovers, and sidings, where their installation will facilitate the movement of traffic. The signals used in connection with these plants and the block stations are of the 2-position lower quadrant, semaphore type. At night red is used for stop, yellow for caution, and green for proceed.

There are no termini within the State on this division. The yards at the various points along the line where necessary are sufficient, and passing sidings appear to be installed at all points where necessary. In general, passenger facilities seem to be well provided.

The masonry of 16 bridges has been extensively repaired. The following buildings have been extensively repaired: Tusten: station; Narrowsburgh: station and freight house; Skinners Falls: station and creamery; Cochecton: station, freight house, creamery, and tool-house; Callicoon: station, pump house, and creamery; Hankins: station, tower, and creamery; Long Eddy: station and tower; Lordville: station and tower; Hancock: station, freight house, and pump house; Hales Eddy: station and tower; Deposit: station, freight house, and 2 towers; Gulf Summit: station, tool-house, and tower.

The following buildings have been painted: Tusten: station; Skinners Falls: station; Cochecton: station, milk shed, tool-house, and tower; Callicoon: station; Hankins: station, creamery, and tower; Stockport: station; Hancock: station, freight house, pump house, and tool-house; Hales Eddy: station, tower, freight house, and tool-house; Deposit, 2 towers, dwelling, and milk shed; Oquaga: milk shed and tower; Gulf Summit: tower, station, and tool-house.

The following bridges have been painted: Nos. 162.64 and 175.88.

The general conditions existing on this division are good, and no recommendations are considered necessary.

1. Location and length of track:

Line or branch.	From	To	Main track (miles).			Siding.
			1st.	2nd.	Total.	
Main line.	M. P. 90.00	M. P. 90.853	0.853	0.853	1.706	0.114
Main line.	M. P. 117.798	M. P. 186.620	68.822	68.822	137.644	19.315

2. Rail:

Line or branch.	Rail.		
	90 lb.	80 lb.	74 lb.
Main line	136.04	0.13	3.18

3. Rail renewals:

Line or branch.	New rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1910	4.02	Bess.	90 lb.	1899
Main line	Ft.	90 lb.	1910	4.98	Bess.	90 lb.	1899

4. Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.		Renewals (treated).
	Oak.	Y. P.	
Main line	5	95	11%

5. Ballast:

Line or branch.	Ballast in track (miles single track).			Ballast replacement.
	Stone.	Cinder.	Gravel.	Stone.
Main line	10.076	.....	129.274	6.726

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
Main line	6° 09′	Skinner's Falls	.....

*△ = Total curvature central angle.

Line or branch.	Maximum grade.			
	Per cent.	Length.	Direction.	Location.
Main line	1.32	900	Ascending west..	M. P. 182.5

11. Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	.....	.....	5	27

13. Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line	Narrowsburg.	H–121.71	Through metal truss.	18′ 8″
Main line	Deposit.. ..	175.50	Through metal truss.	20′ 2″

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line	5	.....	2	1

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Main line	.....	8	13	.....	.....	.....

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line	17	1	1	5	.....	.....	.....	108	7

16. Sections and section gangs:

Line or branch.	Total number of sections.	Average length main track.	Total number of men.		Average number men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line	17	4 mi.	238	126	14	8

Susquehanna and Tioga Divisions.

The Susquehanna division extends from the western terminus of the Delaware division at Susquehanna to Hornell. It enters the State of New York at about mile-post 201.884, near Great Bend, and ends at mile-post 332. It follows the valley of the Susquehanna river with a general descending grade from the state line to a point east of Waverly; thence it follows the valley of the Chemung with an ascending grade to Painted Post, and thence continues in the valley of the Canisteo river with an ascending grade to Hornell. The grades, as a result, are very light and regular, making practically ideal traffic conditions. The alignment is very good, there being comparatively few curves. The degree of the curvature is light as a rule. The track alignment is from fair to good. The whole division was being given what is technically known as a "lift," in order to bring the track up from the bed into which it worked itself and give it more resilience. Naturally, since this was in progress, the surface was not as good as it should subsequently be. In addition, a great deal of ballasting was being done, and this added to the difficulties of maintaining the surface in good condition. The cuts as a rule were good, being of ample width and properly sloped. The embankments were in good condition, with a few exceptions where additional shoulder would be beneficial. The ditches with a few exceptions were in very good condition. It would seem that it would be a good policy to install on this division the custom mentioned as in use on the New York division: viz., of providing every section gang with a wheelbarrow and insisting that they be used constantly when weather conditions permit, for keeping the drainage system in good condition. The drainage in the vicinity of the crossing frogs at the crossing of the Pennsylvania division of the N. Y. C. & H. R. R. R. at Corning was very poor, and endeavors should be made to improve it.

The Tioga division extends from a connection with the Northern Central railway south of Elmira, at State Line Junction, to the Pennsylvania-New York state line south of Seeley creek. The railroad follows the valley of Seeley creek, a tributary of the Chemung river, for all of its distance within the State. The grades are fairly heavy and the curvature moderate. The cuts are in good condition, being light and generally well formed; the embankments are in good condition. The track alignment and surface are good. The ditches are in from fair to good condition.

The metal bridges are quite numerous on this division and in general are well constructed and maintained. Some of the plate girders are a trifle light for the power which is now being used, and these are being replaced by heavier. The masonry of quite a number had also received attention during the past season. There was quite a little rust apparent on a number of the metal bridges, due to brine drippings from refrigerator cars. The following defects were noted: the masonry of bridge 202.99 is in need of repairs; bridge 213.28, poor ties and loose guard-rail; 214.15, lower chord badly rusted on account of brine drippings — bridge should be painted; 247.30, ties bad; 252.11, masonry needs pointing; timber wall plates should be made permanent; 257.39, masonry needs pointing; first deck plate girder bridge west of 26.2, ties askew and poorly spaced; 263.70, few bad ties; 265.93, poor outside guard-rail; 285.30, poor outside guard-rail; 287.95, badly rusted, needs paint; the stream known as Monkey Run in Corning is very much filled under the bridge and should be cleaned; 291.06, several piers should be riprapped; 292.75, poor outside guard-rail; 299.00, bridge seats very dirty; 302.60, excessively heavy timber blocking under bearing; bearing of permanent character should be installed; 304.06, poor outside guard-rail and excessively heavy blocking under bearings; 310.08, few poor ties; 318.72, great many clips holding rail to metal I-beam ties were loose; 321.92, few poor ties; 327.32, few poor ties.

There are no wooden bridges or timber trestles in the main track.

The bridge structures on the Tioga division are entirely of timber, including framed and pile bent trestles and short timber stringer structures. There are 3 metal bridges on stone and timber abutments, and there is 1 wooden Howe truss. In general the structures are in good condition. The following minor defects were noted: the masonry of the two cattle-passes east of bridge 6 is in need of pointing; a few of the timbers in the Howe truss are beginning to show external signs of decay, although the bridge is only about 5 years old; the timbers are not protected by any treatment nor is there any covering over the trusses to protect them from the weather; a few of the ties on this structure were poor; a few of the piles in bridge 6 are beginning to show extensive decay and should be renewed; the timber abutment to bridge 7 is in poor condition; there are a few poor piles and a poor outside guard-rail in bridge 11.

The culverts in general are in good condition, well maintained, and with solid tops wherever possible. A number were noted with open tops which, when repairs are necessary to the superstructure, should be made into closed tops. The small box culverts and pipes appeared to be in good condition, affording proper drainage.

The stations are in fair condition generally. Exteriorly the majority of the stations are of a design which is extremely plain and which is difficult to make appear attractive; generally they were well painted, and efforts were apparently made to keep the surroundings as attractive as possible. In a great many the environment was not especially helpful toward maintaining the grounds and buildings in the best condition. The general housekeeping is from fair to good, in a few stations being very good. The waiting room of the station at Union was very much congested with baggage, a condition which should not exist; the platform at Campville was in rather poor condition; the building at Canisteo was in poor condition, apparently due to the general repairs which were being made to the platform.

The stations on the Tioga division are in satisfactory condition.

The rail, on the whole, may be considered satisfactory. At a few points the wear was approaching the limit of good practice, but provisions were made for replacing the bad rail before winter. Extensive rail renewals were in progress on the western end of the division. The rail on the Tioga division is of a light section, but physically is in good condition; with the continued use of the present light power it should be satisfactory for a considerable time.

The tie situation on both of the divisions is good, a large renewal having been made. The general lift which had been given the main line required a rather extensive tie renewal, which has put this feature of the maintenance in very good shape. The renewals on the Tioga division apparently had been made in an intelligent manner, and the ties in the track appeared to be good. Tie-plates have been and are being extensively used. It was noted that no treated ties were being used and that long leaf yellow pine ties were being installed chiefly. With the present high price of timber and the rapid deterioration of unprotected timber, it seems that treated ties would be used. The treated tie has passed the experimental stage, it having been shown clearly to the satisfaction of practically every one who has to do with this subject that the use of timber preservatives is a great economy. Of course it is not disputed that considerable wear arises from the contact of the base of the rail with the tie, which may become so extensive as to require the renewal of the tie before the stage of decomposition is such as to require it; but it is assumed that every possible precaution will be taken to make these two features balance, in which event the argument for treated ties becomes practically conclusive.

Split point switches with automatic and rigid switch stands are used. Spring rail frogs are chiefly used, although a few stiff frogs were observed in yards and crossovers doing heavy duty. The condition of the frogs at the crossing of the tracks of the Elmira Water, Light and Railroad Company's tracks at Water street in Elmira, and the crossing of the Pennsylvania division of the N. Y. C. & H. R. R. R. at Corning, was bad. In the former case a great deal of difficulty is encountered in maintaining good alignment, on the tracks of both the electric railroad and the steam railroad. This condition has existed for a great many years. Considerable trouble has been experienced with the style of frog used: viz., that made up of several sections of T-rail which shortly become loose, and thereby increase the blow given by each passing wheel. It would seem that unless some means of eliminating this crossing (which is one of the most dangerous within the State) is a matter of but a short space of time, cast point frogs, preferably the form with the least number of parts, installed on timbers which are in turn secured to a masonry foundation, would be desirable. In the case at Corning the trouble seems to lie entirely with the style of frog used and the condition of the sub-grade. The angle of the crossing is fairly acute, and the frogs are built up of T-sections bolted together and riveted to plates. The timbers used to carry the frogs appeared to be properly disposed; but the ballasting material was chiefly mud, and there were no apparent means provided for taking off the accumulated water. This crossing would be much improved by the installation of the cast manganese point frogs and a better quality of sub-grade, provided with adequate drainage. The installation of the former would do away with a great deal of the trouble, since one of the causes would be eliminated, viz.: loose parts. The cast frog is of course more costly, but from my observation the life is very much greater and the money expended in keeping the crossings in good condition is much less than that expended on cheaper forms of frogs. I would suggest that this be considered.

Derailing switches are installed in all sidings and at other points where the conditions require them. A number are connected by piping with the switch which they protect.

A portion of the main line is now ballasted with broken stone, and additional ballasting of this nature was being done, especially on the western end of the division. The work is being done in a thorough manner, the stone being put under the ties with a depth of about 8-in. The balance of the division is ballasted with gravel and cinders, chiefly the former. Additional gravel ballast was being installed at various points. The gravel is of good quality.

The right of way throughout was in good condition, all trash and refuse, weeds, etc., having been cleaned up and destroyed. This feature was particularly noticeable and commendable. The fences are chiefly of wire, and in several localities were in poor condition; 6.8 miles of new fence have been built, and 4.68 miles repaired. The fences should be given a thorough overhauling and placed in good condition throughout. Most of the country through which this division passes is agricultural in character, and hence it is essential that the fences be in good condition. The road crossings were in fair condition; many worn-out, loose, and missing planks were noted, making the crossing in a measure unsafe for traffic. The crossing-signs were in fair condition only; many of them should be painted, and one in the vicinity of mile-post 313 was missing.

The section gangs were apparently of ample size and well disposed. The track is patrolled by one member who, when not so engaged, works with the gang.

At Binghamton, 2 tracks of the main line cross at grade 1 track of a "Y" connecting the Syracuse division of the Delaware, Lackawanna and Western railroad with the Buffalo division of the same railroad; protected by a modern, complete interlocking plant. At Binghamton, 2 tracks of the main line cross at grade 1 track of the main line of the Syracuse division of the Delaware, Lackawanna and Western railroad; protected by a modern, complete interlocking plant. At Owego, 6 tracks of the main line cross at grade 1 track of the Ithaca branch of the Buffalo division of the Delaware, Lackawanna and Western railroad; protected by a modern interlocking plant. At Corning, 2 tracks of the main line cross at grade 2 tracks of the Pennsylvania division of the New York Central and Hudson River railroad; protected by a complete interlocking plant. On Water street, Elmira, 2 tracks of the main line cross at grade 2 tracks of the electric railroad of the Elmira Water, Light and Railroad Company; there is a trough over each of the trolley wires, but there are no derails in the trolley tracks; the crossing is protected by gates. On Fourteenth street, Elmira, 2 tracks of the main line cross at grade 1 track of the electric railroad of the Elmira Water, Light and Railroad Company; there are no derailing switches in the trolley tracks, and the protection over the wire is not of standard length. No railroad grade crossings exist on the Tioga division.

Movements over the Susquehanna division are governed by the telegraphic manual controlled block system, positive for passenger trains and permissive for freight trains in special cases, and by 3-position, upper quadrant electric automatic signals; the former system is in service between the state line and VR tower east of Campville, and from XU tower east of Big Flats to Hornell; the latter system is in service between VR tower and XU tower and is being installed over the whole division. For night signals red is used for stop, yellow for caution, and green for proceed. Blue purple is used on dwarf signals within interlocking plants to indicate when the switches which they govern are in normal position. The installation of the automatic signal, so far as it has proceeded, seemed to be well done. The disposition of the signals appeared to be good in all cases. The signal spacing is approximately 1 mile in outlying territory.

Movements over the Tioga division are governed by the telegraphic train order system.

Interlocking plants are installed at 28 different points on the Susquehanna division, governing the entrances to yards, crossover movements, passing tracks, and the grade crossings of railroads.

There are no interlocking plants on the Tioga division.

The terminal facilities afforded at Hornell seem to be sufficient, the yard having been under development for some time and a great deal of work having been accomplished toward a serviceable and efficient yard.

The terminal of the Tioga division is somewhat congested. Trains for the most part are made up on a few tracks near the junction of the Northern Central railway with the Susquehanna division. Physically, these tracks are not especially adapted for the use to which they are put, and a considerable amount of possibly avoidable switching is generally required before a train is fully made up. At Elmira there is a moderate sized yard; but it is situated practically within the heart of the city, entailing considerable congestion, much difficulty in switching, etc. At other points along the line the freight facilities seem to have been worked out fairly well. Passing facilities are very well disposed.

Passenger facilities both on the Susquehanna division and the Tioga division are good, the stations being generally sufficiently large to meet the demands of the public, although the larger ones are not particularly modern or attractive. It was noted at Addison that the westbound track is quite close to the station. It seems that the safety of passengers would be enhanced by increasing the width of the platform, but to accomplish this apparently a considerable amount of additional room would be required. Doubtless this feature will be met in the future when it becomes necessary to replace the structure.

Since the last inspection the following improvements have been made: Culverts 218.15, 224.89, 304.30 rebuilt; the masonry to the following bridges and culverts repaired: 233.91, 236.71, 254.21, 318.72, 324.90, 325.73, 328.74; the following buildings repaired: Hornell: passenger and freight stations, shop buildings, ice house, and ash plant; Cameron: freight station; Corning: freight station; Big Flats: creamery; Elmira: freight station; Waverly: freight station; Binghamton: passenger and freight stations and tank building. The following buildings have been painted: Hornell: station, inside; 9 gate towers at Elmira; Barton: station; 26 bridges have been painted.

With reference to the recommendations contained in the last inspection report, I noted the following: 1, that the girders in bridge 202.99 were to be renewed during the fall; 2, that old bridge No. 35, now 236.71, was in process of being replaced by a heavy modern structure; 3, that nothing had been done to the masonry of bridge No. 69, now 286.84, except a little pointing; the second pier from the east end should be riprapped, and several additional repairs appear to be necessary, especially near the water line, where injury by ice has occurred and is liable to occur more severely in the future and where previous floods, etc., have apparently loosened some of the masonry; 4, that the repairs to the trestles on the Tioga division were completed; 5, that some work has been done on the fences, but that there is room for more.

I have to recommend: 1, that the minor defects noted be remedied; 2, that the main line be given a thorough aligning and surfacing next season, in view of the extensive lift given this year; 3, that the condition of the crossing frogs at Elmira and Corning be improved.

NOTE.— Subsequently it has been noted that frogs with inserted cast manganese points have been installed at the Elmira Water Street crossing, which seems to be a marked improvement. It is believed however that the crossing frog of this type cast in 2 parts would render better service.

1. Location and length of tracks:

Line or branch.	From	To	Main track (miles).			Siding.
			1st.	2nd.	Total.	
Main line.	M. P. 201.884.	M. P. 332.00	130.116	130.116	260.232	143.35
Tioga div.	Elmira.....	State Line..	6.509	.....	6.509	2.061

2. Rail:

Line or branch.	Rail.		
	90 lb.	80 lb.	63 lb.
Main line.....	257.402	2.83	.....
Tioga division.....	.....	.....	6.509

3. Rail renewals:

Line or branch.	New rail laid.				Replacing, weight.
	Kind.	Weight.	Year rolled.	Miles track.	
Main line.....	Bess...	90 lb.	1909	15.28	90 lb.
Main line.....	Bess...	90 lb.	1909	2.50	80 lb.
Main line.....	Ft.....	90 lb.	1909	4.52	90 lb.

4. Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.		Renewals (treated). Y. P.	Renewals (untreated). Y. P.
	Oak.	Y. P.		
Main line.....	12	88	.....	10%
Tioga division.....	33	67	2%	1%

5. Ballast:

Line or branch.	Ballast in track (miles single track).			Ballast renewals, Gravel.	Ballast replacement, Stone.
	Stone.	Cinder.	Gravel.		
Main line.....	37.0	89.23	134.00	17.0	26.32
Tioga division.....	.....	6.509	.....	.....	.....

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
Main line.....	6° 51′	West of Corning.....	.....
Tioga division.....	7° 00′	Pine City.....	.....

* △ = Total curvature, central angle.

Line or branch.	Maximum grade.			
	Per cent	Length.	Direction.	Location.
Main line.....	0.44	500	Ascending west..	West of Corning.
Tioga division.....	1.20	.....	Ascending west..	East of State line

11. Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line..	42	13	8	89
Tioga division.....	...	.....	...	.....

13. Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line..	Binghamton..	254.01	Through D. P. G. viaduct....	17′ 6″
Main line..	Waverly.....	254.79	Through latt. girder.....	19′ 6″
Main line..	Waverly.....	255.00	Through truss.....	20′ 9″
Main line..	Waverly.....	255.54	Through plate girder.....	19′ 5″
Main line..	Chemung.....	259.87	Through wooden truss.....	20′ 6″
Main line..	Chemung.....	262.36	Through riveted truss.....	20′ 3″
Main line..	Elmira.....	273.22	Through and deck pin conn. truss.....	19′ 3″
Main line..	Big Flats.....	281.50	Through wooden truss.....	20′ 0″

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line.....	16	2	12	1
Tioga division.....	.....	.....	.....	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Main line.....	1	8	77	.....	...	.....
Tioga division.....	.....	1	1	.....	5	4

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail tops.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line.....	57	.....	14	32	....	....	...	32	4
Tioga division...	....	.....	...	2	4	....	7	2	3

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line.....	35	4 mi.	385	210	11	6
Tioga division.....	1	6 mi.	5	3	5	3

Rochester Division.

The main line of the Rochester division extends from a connection with the Susquehanna division at Painted Post to Rochester. It follows the valley of the Cohocton river from Painted Post to the source of the river near Wayland and then traverses the divide between Conesus and Hemlock lakes, descending the eastern slope of this divide near the northern end of the lake into the valley of the Genesee, thence following the eastern slopes of this valley to the terminus at Rochester,

The Mount Morris branch extends from a connection with the main line at Avon across the valley of the Genesee to Mount Morris, where connection is made with the Dansville and Mount Morris railroad.

The Attica branch extends from a connection with the main line at Avon across the valley of the Genesee and along the flat country to the southwest of Rochester to Batavia, thence traversing the swampy section to the south of that city, and terminating at Attica, where it connects with the main line of the Buffalo division.

Topographically there are few interesting features of the Mount Morris and Attica branches, this being especially true of the latter.

There is also another branch known as the Conesus Lake branch, which extends from a connection with the main line at Conesus Lake Junction to Lakeville on Conesus lake. This branch is merely a spur track; and since there are but 4 small timber structures, which are in satisfactory condition for the traffic, and since the branch is maintained in satisfactory condition for the traffic which it sustains, no further mention will be made of it in this report.

Since the main line follows practically river grades for nearly its entire length, the fall of the rivers being comparatively light, the grades are logically light. The only heavy grades are encountered in the vicinity of Livonia where descent from the divide between Conesus and Hemlock lakes into the valley of the Genesee is made. The curves are generally light and

regular. The only moderately excessive curvature is on that portion where the heavy grades are encountered.

The cuts and embankments are in good condition throughout, with the exception of a few instances in the vicinity of Wayland and Conesus. Improvements were in progress here which will doubtless remove the sources of this trouble. Similarly, the ditches were in good condition with the exception of a few of those in the same territory where the poor cuts were existent. The embankments practically throughout were sufficiently wide, and well maintained. Shoulders had been recently widened and new ballasting material supplied. It was noted however in several instances that in cleaning the ditches the material had been thrown up on the bank a few feet, where it would be washed back at the next heavy rain. This was especially noticeable in the vicinity of mile-post 361.

On the Mount Morris branch there is comparatively little cutting, the substructure consisting chiefly of embankments. The cuts as a rule were sufficiently wide, but a few of the embankments should be widened a trifle. At present the shoulders are not quite extensive enough to afford proper support for the ballasting material. The ditches as a rule were in good condition, only one instance being noted where much improvement might be made: viz.: in the vicinity of mile-post 13.

The cuts on the Attica branch are in good condition: the embankments are generally sufficiently wide, and regular; the ditches are from fair to good, several instances being noted where improvement could be made. Between Batavia and Alexander the line runs through a swampy region where heavy ditches have been made on either side of the track. These ditches are almost constantly filled with water, which works its way into the roadbed through capillary action and adds greatly to the maintenance problem.

The span bridges on the main line are in fair condition. Several of them are light structures which have seen service on the main line, and several bear evidences of having been in serious accidents. Most of the through truss bridges are light, and it seems that they have about reached the limit of their usefulness. This is especially true of those over the Genesee river at Rochester, on which only the lightest available power is used. It is fair to observe however that the major portion of the traffic entering the Rochester terminal is electrically operated, and for which the bridges are apparently sufficiently heavy; yet it seems, in view of the apparent scarcity of the light power which it is necessary to use on those trains which do enter the terminal and for the freight traffic which must cross these bridges, that heavier trusses should be installed. A light truss which existed at Golah was in process of being replaced by a heavy through plate girder span. Incidental to the necessary use of light power on that portion of the division between Avon and Rochester, is the necessary change of loading or train tonnage reductions made necessary by the low tractive effort of the power used. Some of this difficulty is met by double-heading the trains, but in this connection apparently considerable difficulty is met in securing a sufficient quantity of usable power to perform this operation. On the whole therefore it seems that it would be an economic proposition to remove these spans at once. The light trusses south of Avon are in fair to good physical condition and are apparently safe for the class of power used; but they come under the statement just made, for the reason that the company is not using much, if any, new power of this class, so that it is but a matter of a short time before the conditions which exist between Rochester and Avon will be true over the whole division in the event that the lighter structures are not shortly replaced.

The timber trestles on the main line are in general in good condition, with the following exceptions: No. 301.94, a framed bent trestle, is in poor condition and should be thoroughly renewed during the coming season; in No. 305.90, the pile bents are in need of repairs.

There are quite a number of open culverts and cattle-passes which are in from fair to good condition. The repairs needed are those necessary in several pieces where framed and pile bents have been employed. The small pipe and box culverts appeared to be in good condition.

The bridges and culverts on the Mount Morris branch were in fairly good condition. It was noted that the narrow stone arch structure between mile-posts 1 and 2 was reinforced by binding the two parapets together with tie rods; this method is satisfactory as long as the ties are in good condition, since the traffic carried is generally light. Bridge 376.93 is a deck plate girder structure carried on pile bents, the piles of which had been recently renewed. It would seem that it would be better to construct suitable masonry abutments, provided a suitable foundation can be reached. It seems fair to assume that the latter provision can be met if a suitable bearing is now found for the piles. Similarly, it was noted that a 4-span pile trestle over a raceway a short distance north of Mount Morris was being renewed throughout. The open culverts and cattle-passes and small pipe and box culverts are in good condition.

Quite a little repair work has been done on the Attica branch since the last inspection. The steel and iron bridges are in good condition, with the exception that several should be painted and the masonry of a few should be repointed. It was noted that the steel work of bridge 388.52 had been in place for five months and was not painted; evidences of serious rust were apparent, a condition which should never be allowed to occur on a new structure.

The timber trestles are in good condition.

The open culverts and cattle-passes are in good condition with the exception of 377.68, the masonry of which should be repointed and the steel work painted; the opening between mile-posts 378 and 379 is in poor condition and should be promptly rebuilt; the masonry of 388.13 should be repointed. The small culverts and cattle-passes appeared to be in good condition.

It was noted that the telltales at the Lehigh Valley overhead bridge were in very poor condition.

The station buildings as a rule were in good condition on all the branches, being kept in a fairly neat condition. The station building at North Livonia is very poor, and is kept in exceedingly poor condition: the platform was nearly completely covered with freight, making it difficult to reach the waiting room, and there was every evidence of lack of care. The station at Mount Morris is in fair condition only, and the layout does not seem to be admirably adapted to the traffic handled. The station building at Alexander is badly in need of paint.

The rail on the main line is in fair to good condition, chiefly the latter. A great deal of relayer rail was being installed to take the place of the light rail. The rail condition on this branch will soon be in good condition throughout. The rail on the Mount Morris branch is heavy throughout and in good condition. Some of the rail on the Attica branch is light and a little worn, but it is satisfactory and renewals are being made as necessary.

The ties on all of the branches are in from fair to good condition, renewals having been made in apparently sufficient number. A few poor ties here and there on the Attica branch were noted, which should have been renewed.

Stiff frogs are used considerably with the lighter rail and are in fair condition only. Spring rail frogs are used with the heavier rail, and are in fair condition. Split point switches with automatic and rigid stands with targets are used throughout. It was noted that the angle-bars on many of the switch points of light weight were badly worn and the bolts were loose, it being apparent that it is a difficult matter to keep these bolts tight. The bearing plates under the heels of these switches were insufficient. The effect of these deficiencies was that the point of the switch would lift, upon the passage of a wheel over a heel, a distance of from 1 in. to 1½ in. This is a serious factor, and is no dobut the cause of many unexplained derailments at facing point switches. New angle-bars and better bearing plates should be installed until it is found convenient to install switches of a heavier design.

The ballast throughout consists of gravel and cinders, chiefly the former. The quality is fair, and the quantity generally good. A few places were noted where it would be advisable to install new ballast. A considerable quantity of new ballast has been installed on that portion of the main line where rail renewals were in progress.

The right of way was generally clean and in good condition.

The fences were in good condition, with the exception that near mile-posts 350 and 385 they are in need of considerable repairs. 24 miles of new fence have been built and 41 miles extensively repaired.

The road crossings and signs in general are in good condition.

The section forces seem ample for the work which they have to perform, and appear to have accomplished fairly good results. Considerable difficulty has been met in securing and holding labor, particularly during that season of the year when the best results can be accomplished. The results of this are to discourage the foremen, and indirectly to produce a line and surface which are not up to the standard which could be maintained on these sections by the allotted quota. The track is patrolled daily by some member of the section gang.

At Erwins, 1 track of the main line crosses at grade 2 tracks of the Buffalo division of the Delaware, Lackawanna and Western railroad; protected by a complete interlocking plant. At Golah 1 track of the main line crosses at grade 1 track of the Canandaigua branch of the N. Y. C. & H. R. R. R.; protected by a tilting board signal, all trains being required to come to a full stop. At Mortimer, 1 track of the main line crosses at grade 2 tracks of the West Shore railroad; protected by gates, all trains being required to come to a full stop. At Caledonia, 1 track of the Attica branch crosses at grade 1 track of the Genesee and Wyoming railroad; protected by interlocked signals, all trains come to a full stop. At LeRoy, 1 track of the Attica branch crosses at grade 1 track of the Buffalo, Rochester and Pittsburgh railway; protected by a tilting board signal, all trains being required to come to a full stop. At LeRoy, 1 track of the Attica branch crosses at grade 1 track of the

Canandaigua branch of the N. Y. C. & H. R. R. R.; protected by a tilting board signal, all trains being required to come to a full stop. At Batavia, 1 track of the Attica branch crosses at grade the following: 2 freight sidings; movements are made over these freight tracks infrequently, and protection is given by the trainmen; 4 main tracks and 2 sidetracks of the Western division of the N. Y. C. & H. R. R. R.; protected by a modern electric interlocking plant; 1 track of the Attica branch of the N. Y. C. & H. R. R. R.; protected by a tilting board, all trains coming to a stop.

At Mount Morris, 1 track of the Mount Morris branch crosses at grade 2 tracks of the Buffalo division of the D., L. & W. R. R.; protected by a complete interlocking plant.

At Painted Post, 1 track of the main line crosses at grade 1 track of the Corning and Painted Post Street railway; protected by derails and a proper trough over the trolley wire.

Train movements over the main line between Painted Post and Avon are governed by the telegraphic train order system; between Avon and Rochester, and Avon and Mount Morris on the Mount Morris branch, movements are governed by telephonic manual block signals, positive for opposing movements, and permissive for inferior class following inferior class only. On the Attica branch movements are governed by telegraphic train orders.

Interlocking plants are installed as follows: Main line: Erwins, governing the crossing of the D., L. & W. R. R.; Rochester, governing the east end of the yard. Mt. Morris branch: Avon, governing the east end of the yard; Mount Morris, governing the crossing of the D., L. & W. R. R. Attica branch: G. & W. Junction, governing the crossing of the G. & W. R. R.; Batavia, governing the crossing of the Western division of the N. Y. C. & H. R. R. R.

The traffic handled over this division is comparatively light, consisting mainly of produce and some coal; hence the need for large terminal facilities is small. At Rochester there exists a small yard which seems to be ample for the needs of the business. A number of industrial sidings exist within a comparatively limited space. At Attica there is a small yard which handles the business to and from the Buffalo division. At Avon the yard is small, but is sufficient for the business which is handled; the layout is somewhat congested, but is workable. The siding facilities at the outlying stations along the division seem to meet the demands of the business.

An A. C. high tension electric installation with catenary suspension is installed on the Mount Morris branch and that portion of the main line from Avon to Rochester. Frequent service with high speed interurban cars is maintained, which is apparently very effective and conducted in a highly satisfactory manner. The section through which this portion of the line runs is rather densely populated, and the installation is apparently a highly successful one. From a casual observation it seems that it would be a wise policy to enter into some agreement by which the southern terminus might be made at Dansville, using the Dansville and Mount Morris railroad for this purpose. To accomplish this would involve the construction of the overhead system from Mount Morris to Dansville, and probably considerable reconstruction of the track superstructure. However, it appears that there might be a considerable amount of business which would be created by this operation.

Outside of the electric traffic the passenger traffic is small all over the division, and the present operation seems to be entirely satisfactory for the needs of the communities served.

Improvements have been made as follows:

Main line: Bridge 370.66, a light truss, replaced by a new through plate girder; bridge 313.10, wooden stringers, replaced by through plate girder; bridge 344.79, wooden stringers, replaced by through plate girder; bridge 353.02, frame trestle, replaced by concrete culvert; 380.33, 2 I-beams, replaced by concrete ballast deck; 380.45, 2 I-beams, replaced by concrete ballast deck; 367.71, wooden stringers on stone walls, replaced by concrete 12-ft. arch culvert; bridges 326.01 and 327.30 painted; 6 stone and wooden box concrete culverts replaced by castiron pipe with concrete headwalls. Station buildings at Bath and West Henrietta extensively repaired.

Mount Morris branch: Trestle 380.36 renewed; bridge 369.65, wooden stringers replaced by concrete ballast deck; new pile bents driven under bridge 376.93.

Attica branch: Bridge 388.52, pony truss, replaced by through plate girder; pile trestle 367.65 renewed; bridge 378.11, wooden stringers on stone walls, replaced by reinforced concrete culvert; masonry bridge 367.14 extensively repaired, 2 stone box culverts replaced with castiron pipe, with concrete headwalls. Station building at Alexander repaired.

With reference to the recommendations contained in the last inspection report: 1, Bridge 28 (now 370.56) being renewed by modern structure. 2, Bridge 30 (now 383.27), nothing done. 3, Bridge 2 (now 294.17), nothing done. 4, Bridge 3 (now 296.41), nothing done. 5, Bridge 7 (now 303.74), nothing done. 6. Bridge 11½ (now 318.18), nothing done. 7, Bridge 4, Attica branch (now 368.01), nothing done. 8, Timber trestle just west of Avon (now 367.65) rebuilt. 9, Pile trestle on Mount Morris branch rebuilt. 10, Open culvert 394 (should be 378.11), solid top culvert being constructed. 11, Culvert south of Geneseo on Mount Morris branch, new pile abutments driven. 12, Extensive rail renewals have been made. 13, Loose bolts have apparently been tightened. 14, Derailing stands appear to have targets where necessary. 15, Extensive repairs have been made to fences, but there is room for more.

I have to recommend: 1, that considerable attention be paid to the drainage; 2, that the minor necessary bridge repairs noted in the body of the report be made; 3, that the line and surface be improved where now in poor condition; 4, that the spans over the Genesee river in Rochester be replaced.

In connection with the recommendations made in the report for last year where the notation "nothing done" appears, I would report that these bridges are apparently in safe condition for the power which I observed was used over this division. If any heavier power is employed these bridges should be promptly replaced.

1. Location and length of tracks:

Line or branch.	From	To	Main track (miles), 1st.	Siding.
Main line	Painted Post	Rochester	92.78	30.03
Attica branch	Avon	Attica	34.55	7.97
Mt. Morris branch	Avon	Mt. Morris	15.35	2.49
Conesus Lake R.R.	Conesus Lake Jct.	Lakeville	1.61	0.461

2. Rail:

Line or branch.	Rail.			
	90 lb.	80 lb.	74 lb.	63 lb.
Main line	2.97	47.83	41.98	.....
Attica branch	.....	24.19	10.36	.....
Mt. Morris branch	.....	15.35	.....	.....
Conesus Lake R.R.	.....	.....	.....	1.61

3. Rail renewals:

Line or branch.	New rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	.....	.....	.....	.....	.....	.....	.....
Main line	.....	.....	.....	.....	.....	.....	.....

Line or branch.	Relayer rail laid				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1903	2.97	.....	74 lb.	1880
Main line	Bess.	80 lb.	1890	13.0	.....	74 lb.	1880

4. Ties, standard dimensions = 7′ x 9′ x 8′ 6″:

Line or branch.	Percentage of ties in tracks.			Renewals (treated).	Renewals (untreated)
	Oak.	Y. P.	Chest.	Y. P.	Y. P.
Main line	7	90	3	7,964	18,300
Attica branch	7	90	3	.....	8,000
Mt. Morris branch	7	90	3	.....	4,237
Conesus Lake R.R.	7	90	3	.....	400

5. Ballast:

Line or branch.	Ballast in track (miles single track).		Ballast replacement.
	Cinder.	Gravel.	Gravel.
Main line	64.78	28.0	28.0
Attica branch	20.55	14.0	.....
Mt. Morris branch	0.35	15.0	.....
Conesus Lake R.R.	1.61	.....	.....

6. Alignment and grade:

Line or branch.	Maximum curvature		Total. △*
	Degree.	Location.	
Main line	4° 0′	Between Conesus Lake Jct. and Avon	.....
Attica branch	8° 0′	Batavia	.....
Mt. Morris branch	6° 0′	E. Shakers Crossing	.....
Conesus Lake R.R.	4° 0′	Conesus Lake Jct	.....

*△=Total curvature, central angle.

6. Alignment and grade (*concluded*):

Line or branch.	Maximum grade.			
	%	Length.	Direction.	Location.
Main line	0.89	32,800′	Ascending east.	Livonia.
Attica branch	0.82	3,700′	Ascending west.	Attica.
Mt. Morris branch	0.63	6,000′	Ascending west.	South Avon.
Conesus Lake R.R.	2.30	1,000′	Ascending east.	Conesus Lk. Jct.

11. Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	1	3	9	82
Attica branch	1	2	1	37
Mt. Morris branch	.....	1	.....	16
Conesus Lake R.R.	.....	.....	.....	2

13. Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line	Painted Post	294.17	Through truss	20′ 4″
Main line	Conesus	H 347.64	Highway truss	19′ 0″
Main line	Conesus	H 347.99	Highway truss	19′ 9″
Main line	S. Livonia	H 352.06	Highway truss	18′ 4″
Main line	Golah	370.56	Through truss	17′ 5″
Main line	Lehigh Crossing	F 371.60	Plate girder	17′ 7″
Main line	Industry	F 374.76	Highway truss	19′ 1″
Main line	Rochester	H 384.12	Plate girder	16′ 0″
Attica br.	Stafford	F 378.13	Steel through truss	20′ 8″
Attica br.	Batavia	F 391.71	Plate girder=L. V. R.R.	19′ 10″
Attica br.	Batavia	F 395.58	Plate girder=D., L. & W. R.R.	19′ 7
Mt. Morris br.	Shakers	379.66	Through truss	20′ 9

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line	5	0	7	1
Attica branch	1	2	0	3
Mt. Morris branch	2	0	1	0
Conesus Lake R.R.	0	0	0	0

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girders.	Arches.	Trestles.	
					Pile.	Framed.
Main line	....	10	28	.....	...	1
Attica branch	....	3	7	.....	1	.....
Mt. Morris branch	....	1	2	1	1	.....
Conesus Lake R.R.	....	.....	.....	.....	...	.....

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line	9	2	16	10	6	4	20	73	53
Attica branch	2	.....	9	1	4	10	3	2	21
Mt. Morris br.	2	.....	1	....	....	....	3	41	31
Conesus Lk. R.R.	.....	.....	...	....	....	....	4	....	....

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line	17	5.5	136	68	8	4
Attica branch	6	5.75	48	24	8	4
Mt. Morris branch	3	5.11	24	12	8	4
Conesus Lake R.R.	Part of main line section.					

Buffalo Division.

The Buffalo division is composed of the following: The main line, extending from Hornell to Buffalo; the Niagara Falls branch, extending from a connection with the main line at East Buffalo to Niagara Falls and Suspension Bridge; the International branch, extending from a connection with the Niagara Falls branch at International Junction to Black Rock, where connection is made with the International bridge; the Black Rock branch, extending from a connection with the International branch in Black Rock yard to the river front; the Buffalo and Southwestern branch, extending from a connection with the Buffalo Creek railroad in Buffalo to Waterboro, where connection is made with the Meadville division.

The Black Rock branch is used for distributing freight to various industries along the line, for which purpose it is in good condition. There are one through truss bridge over a canal, and a timber trestle approach, which are in good condition. No further mention will be made of this branch.

The Buffalo division is located in an upland country and follows until it reaches Attica the watersheds of several small streams. Owing to these streams running in various directions the line meanders considerably, adding somewhat to the mileage. From Attica to Buffalo the general direction is very good, the topography being easy. The grades attained are good throughout, being moderate and regular; the alignment is fair, there being quite a number of curves in what may be termed the mid portion, with comparatively straight alignment on the two ends. Within the past few years many changes of alignment and grade, chiefly the latter, have been made between Hornell and Hunts, the result of which is an excellent railroad.

The cuts are good, being well formed with fair to good ditches. It was noted that some improvement might be made to the latter in a few instances, but as a rule they were well maintained and performed their function. The embankments are good.

The Niagara Falls branch presents no unusual topographical features, it being constructed in practically level country and for a portion of its length along the river front. On account of several overhead crossings of railroads and streets certain grades are encountered; otherwise the grades are practically a minimum. The curvature is light. There are few cuts of any depth; all which exist are maintained in good condition. The embankments are good. The ditches are fair to good; quite a few in the city of Buffalo appeared to be in need of opening.

The track alignment is good and the surface is fair. There is room for considerable improvement in this latter feature.

The International branch is on a fill for practically its entire length. The grades are moderate and the curves are light. The embankment is in good condition, and the ditches, where they exist, are satisfactory. Freight traffic chiefly is handled over this branch, and the track alignment and surface are satisfactory.

The Buffalo and Southwestern branch crosses practically at right angles the general trend of the stream valleys to the southwest of Buffalo, but since the general topography is moderate this has been accomplished with fair grades. It descends abruptly into the valley of Cattaraugus creek at Gowanda and ascends the opposite side at once; thence it travels along what may be termed comparatively flat valleys to its connection with the Meadville division at Waterboro. The grades, with the exception of those incident to the descent into the valley of Cattaraugus creek, are light; the latter are very heavy and present a serious obstacle to freight movement. It is unfortunate that it was deemed essential to descend into this valley, for it appears that it was physically possible to have accomplished its crossing with much lighter grades.

The cuts as a rule are good, and are generally light and well formed. The embankments are in good condition. The ditches are fair to good. Near the western end a swamp is followed for a considerable distance which has been partially drained and reclaimed. The ditches in this vicinity are full of water generally, and where the embankment is light some difficulty in maintaining good surface is apparently experienced.

The track alignment is fair to good. The surfacing is fair. Some of the rail is light, and for this reason as well as a lack of ballast in certain places, the surface is not as good as it might be. There is room for considerable improvement in this feature.

The bridge spans on the main line are in good condition, being well maintained and apparently amply heavy for the traffic. The masonry in general is in good condition; that of bridge 370.50 needs pointing. There are no wooden bridges or timber trestles.

The open culverts and cattle-passes were in good condition throughout. The small box and pipe culverts appeared to be open and in good condition.

On the Niagara Falls branch the span bridges are in good condition, all being apparently well maintained.

There are several timber trestles, all of which were well repaired and satisfactory. One was noted near East Buffalo which appears to be over a terminus of a street, the street being on the east side of the railroad and shop buildings on the west side. The passageway provided by this trestle is used by pedestrians only and it would seem that a small concrete arch would suffice for this purpose, thereby enabling the timber structure to be eliminated. Physically the structure is in good condition, but it would seem that it would be a wiser policy

to eliminate it as suggested than to reconstruct when renewal is necessary.

The culverts and cattle-passes, small box culverts and pipes were in good condition.

The span bridges on the B. & S. W. branch are in good condition. There are a number of timber trestles which are in from fair to good condition; some of these might be eliminated by permanent masonry and steel structures. In bridge 40.86 it was noted that the pile bent piers were in only fair condition; it is suggested that masonry piers should be put in. Trestles 48.54 and 53.38 are in only fair condition and should be rebuilt soon.

The open culverts and cattle-passes are in from fair to good condition. A number of these which are of timber construction should be rebuilt soon; many can apparently be eliminated by pipes. The opening west of mile-post 52 should be eliminated during the 1911 season.

The arches, flat top culverts, and small box culverts and pipes appeared to be in good condition.

The following points which should be corrected were noted: The masonry on bridges Nos. 5.86, 10.20, and 13.91 should be pointed; the outside guard-rails on the first opening west of Eden Valley, and No. 53.66, are poor.

The station buildings are in good condition with the following exception: At Arkport the structure appears to be too small for the proper accommodation of the community which it serves. At the time of the inspection considerable freight was stored in the waiting room, making it disagreeable and unkempt. It was noted that a new building was in course of erection at South Dayton, which when completed will be a decided improvement over former conditions.

The rail in general, on the main line, may be classed as good; a few curves appeared to be worn quite a little, and renewals had been determined upon. Numerous tests are being made on some of the curves of this division. These tests are comparative, being chiefly between the open hearth and Bessemer processes, the two being laid alternately rail for rail on one curve. This offers an excellent opportunity for determining the relative merits of the two processes under exactly similar conditions. So far no definite conclusion has been reached. The rail on the Niagara Falls branch is good, with the exception of the remaining light rail which should be eliminated. The rail on the International branch is satisfactory for the use to which it is put. There is some rail of moderate weight still left on the B. & S. W. branch, some of which is quite worn and somewhat bent, particularly at the joints. Efforts should be made to improve this condition as promptly as possible.

The ties on all of the branches appeared to be in good condition, the situation on the main line being first-class.

On the main line and the B. & S. W. and Niagara Falls branches spring rail frogs are chiefly used; a few stiff frogs were noted in connection with the lighter weights of rail. Split point switches with automatic and rigid switch stands are used, each being equipped with proper targets. Derailing switches are used where necessary.

The ballasting of the main line consists chiefly of gravel, in medium quantity and of fair quality. A number of places were noted where the installation of new ballast is imperative if the line and surface are to be maintained in a highly satisfactory condition. This is particularly true in the vicinity of bridge 350.53, mile-posts 369, 381, and 382. On the branches the ballast conditions are better. Cinders are used to a great extent on the Buffalo and Southwestern, and give good results.

The right of way throughout was in a very good condition, this being especially true of the main line and the Buffalo and Southwestern branch.

The fences as a rule were in good condition. On the main line, in the vicinity of mile-post 338, it was noted that repairs are necessary. During the past year 16.4 miles of new fence have been built and 10.3 miles extensively repaired.

The road crossings were in good condition, having proper planking and signs installed. It was noted that by combining the two crossings east of curve 34 one could be eliminated at but little expense: the exact amount would require a detailed survey. Further, this combination would eliminate one crossing which is located in such a manner as to be somewhat dangerous.

The section forces appeared to be properly disposed and were of sufficient size to accomplish the necessary work. One member of the gang patrols the track daily.

At East Buffalo, the main line crosses at grade 1 track of the Chautauqua division of the Pennsylvania railroad and 1 track of the Buffalo Creek railroad. The only protection afforded these crossings is that given by sliding signals, not interlocked, operated from an elevated tower situated about in the center of the triangle which these crossings form. This situation is extremely mediocre in design and operation, and in view of the very great amount of traffic which uses this crossing, is exceptionally dangerous; more adequate means of protection should be installed. At East Buffalo, the main line crosses at grade 1 track of the same road; protected by interlocked signals. At Hamburg street, Buffalo, 2 tracks of the main line cross at grade 2 tracks of the New York Central and Hudson River railroad known as the compromise tracks; protected by a tilting board signal, all trains being required to come to a full stop. The general location of this crossing and the fact that the compromise tracks are used by a great many passenger trains on the N. Y. C. & H. R. R. R. and the L. S. & M. S. Ry. make this crossing dangerous, and it seems that more adequate protection should be afforded. At Buffalo, 2 tracks of the main line cross at grade 4 tracks of the Buffalo division of the N. Y. C. & H. R. R. R.; protected by a complete interlocking plant. South of Tonawanda 2 tracks of the Niagara Falls branch cross at grade 1 track of the Canandaigua branch of the N. Y. C. & H. R. R. R.; also 1 switching track of the same railroad; protected by interlocking plant. At North Tonawanda, the Niagara Falls branch crosses at grade a switching track of the N. Y. C. & H. R. R. R.; protected by a tilting board, all trains being required to come to a full stop. At North Tonawanda, 1 track of the Niagara Falls branch crosses at grade 2 tracks of the Lockport branch of the N. Y. C. & H. R. R. R.; protected by a complete interlocking plant. At Suspension bridge, 1 track of the Niagara Falls branch crosses at grade 1 track of the Lewiston branch of the N. Y. C. & H. R. R. R., 1 track connecting the Michigan Central railroad with the R., W. & O. division of the N. Y. C. & H. R. R. R., and 2 tracks of the Niagara Falls branch of the N. Y. C. & H. R. R. R.; protected by a modern interlocking plant. At North Buffalo, 2 tracks of the International branch cross at grade 2 tracks of the Niagara Falls branch of the N. Y. C. & H. R. R. R. and 2 tracks connecting that branch with the Belt Line; protected by a modern interlocking plant. At Black Rock, 1 track of the Black Rock branch crosses at grade 2 freight tracks of the D., L. & W. R. R.; protected by trainmen when crossings are to be made. At Blasdell, 1 track of the Buffalo and Southwestern branch crosses at grade 1 track of the New York, Chicago and St. Louis railroad and 1 track of the Chautauqua division of the Pennsylvania railroad; protected by a tilting board signal, all trains being required to come to a full stop. At Cheektowaga, 2 tracks of the main line cross at grade 1 track of the International railway (electric); protected by derails and trough. At Lancaster, 2 tracks of the main line cross at grade 1 track of the International railway; protected by derails and trough. The Niagara Falls branch has the following grade crossings with electric railways: At Walden avenue, 2 tracks of the International railway crossed by 2 tracks; there are no derails in the trolley track, and the trough over the wire is defective. At Genesee street, 2 tracks of the International railway crossed by 2 tracks; protected by derails and trough over wire. At Ferry street, 2 tracks of the International railway crossed by 2 tracks; protected by derailing switches and trough over wire. At Kensington avenue, 2 tracks of the International railway crossed by 2 tracks; protected by derailing switches and trough over wire. At Main street, 2 tracks of the International railway crossed by 2 tracks; there are no derailing switches but there is a trough over the trolley wire. At North Tonawanda, Foundry street, 1 track of the International railway crossed by 1 track; protected by derails and proper trough over wire. At Echota, Sugar street, 1 track of the International railway crossed by 1 track; there are no derailing switches and no protection over the trolley wire. At Niagara Falls, Ontario avenue, 1 track of the International railway crossed by 1 track; there are no derailing switches and no protection over the trolley wire. At North Buffalo, Military road, 2 tracks of the International branch cross at grade 2 tracks of the International railway; protected by an interlocking plant. At Black Rock, Hertel avenue, 1 track of the Black Rock branch crosses at grade 2 tracks of the International railway; there are no derails, but proper protection over the trolley wire. At North Buffalo, Tonawanda street, 1 track of the Black Rock branch crosses at grade 2 tracks of the International railway; there are no derails in the trolley track, but there is a trough over the wire.

Movements over the division are governed by the telegraphic manual block system with bell code.

Interlocking plants are installed at Canaseraga, Hunt's Portage, and International Junction, Chicago street, Seneca street, and William street, Buffalo, and at East Buffalo.

The terminal facilities provided on this division are apparently entirely adequate, with the possible exception of that at Suspension Bridge, which is slightly congested. Much improvement can not be expected here, however, owing to the general constricted condition of the surroundings.

The passing and delivery sidings along the division appeared to be sufficiently adequate for the demands of the business. Storage facilities, where they exist, are sufficient.

In general the facilities afforded for the handling of passenger traffic seemed to be adequate. The general conditions at the terminal station in Buffalo are distinctly not in keeping with the character and amount of business handled. Of course this company is not alone in this situation in this city, and nothing better can be expected until some definite decision regarding a union station is reached. In the meantime it is apparent that the company is endeavoring to maintain the present station in as neat and cleanly a condition as possible.

During the past year the following improvements have been made:

Tonawanda, through plate girder bridge over State ditch replaced by a through plate girder; in Buffalo, on the Niagara Falls branch over Broadway, a through plate girder replaced by a through plate girder; Dale, deck plate girder replaced by a deck plate girder; 2 open culverts on the Buffalo and Southwestern branch rebuilt; foundations of bridge No. 1, Falls branch, repaired; bridge east of Arkport raised; foundations of bridge at Canaseraga repaired; foundations of bridge at Swain's repaired; masonry of bridge over Broadway, on the Falls branch, repaired; 6 overhead highway bridges painted.

New extension built to the station at South Dayton; new tower erected west of Hunt's at the junction with the Genesee River railroad; new 35-ton gantry crane erected at Buffalo. The following buildings, etc., extensively repaired: Erie coal docks, Minn. ore docks, flour house, Upper Lake freight house, Erie elevator, water tank at Castile, Cherry Creek station, Burns station, Canaseraga station, Dalton station, Warsaw station, Town Line station, Main Street station, North Tonawanda station, Dodge coal storage plant, "IQ" tower; complete water line constructed at Dayton; the following stations, etc., painted: Darien, Town Line, Depew, Cheektowaga, Main Street, North Tonawanda, Suspension Bridge, Eden Center, Company's house at Cheektowaga, Ohio Street flour house, outbuildings at Gowanda, "DM" tower, and coal house.

Elimination of grade crossing of William street, on the Falls branch, and Bailey avenue, on the main line, completed; grade revision between Hunt's and Hornell completed; 6 grade crossings eliminated, 5 being carried above grade and 1 under grade; new electro-mechanical plant constructed west of Hunt's; new electric interlocking plant installed at East Buffalo.

With reference to the recommendations contained in the last report: 1, Rail renewals are apparently being made on both the main line and the Buffalo and Southwestern branch as fast as conditions require. 2, The question of derailing targets is one in which a difference of opinion is apt to arise as to just which derails should have targets. As far as I was able to observe, those derails which require targets are properly equipped. 3, Nothing has been done toward affording more adequate protection for the grade crossings near Hamburg street with the compromise tracks of the New York Central and Hudson River railroad, nor in East Buffalo with the Pennsylvania railroad and the Buffalo Creek railroad. These crossings should be more adequately protected, in view of the amount and extent of the traffic using them, notwithstanding that the movements over the crossings may be properly classed as yard movements. In times of fog or other inclement weather these crossings are made with the greatest of risk, and it is only a question of time before a serious accident occurs under the present operating conditions.

I have to recommend: 1, that the minor bridge and other repairs mentioned in the report as necessary, be made; 2, that considerable attention be paid to the drainage on those portions of the division where it is not now sufficient; 3, that more ballast be installed on the main line in those places where it is now considerably lacking; 4, that considerable attention be paid to the improvement of the line and surface of the main line during the coming season.

1. Location and length of tracks:

Line or branch.	From.	To.	Main track (miles).			Siding.
			1st.	2nd.	Total.	
Main line	Hornell	Buffalo	92.24	92.24	184.48	132.24
Niagara Falls br.	Buffalo	Suspension Br.	24.01	6.4	30.41	23.24
International br.	Internat'l Jct.	Black Rock	4.50	4.5	9.0	8.97
Black Rock br.			1.71	....	1.71	1.10
B. & S. W. br.	Buffalo Ck. Jct	Waterboro	55.78	0.64	56.42	15.05

2. Rail:

Line or branch.	Rail.			
	90 lb.	80 lb.	74 lb.	63 lb.
Main line	99.122	85.358	.....	.....
Niagara Falls br.	.....	28.66	1.72	0.03
International br.	.....	.....	9.0	.....
Black Rock br.	.....	0.19	0.83	0.69
B. & S. W. br.	12.83	14.20	24.79	.....

3. Rail renewals:

Line or branch.	New rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1910	25.88	Bess.	80 lb.	1890
Main line	Ft.	90 lb.	1910	2.55	Bess.	80 lb.	1890
B. & S. W. br.	....	....	.....	....	....	....	.....

Line or branch.	Relayer rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
B. & S. W. br.	Bess.	80 lb.	1890	13.6	Bess.	74 lb.	1883

4. Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.					Renewals (treated).	Renewals (untreated).	
	Oak.	Y. P.	Cedar.	Hemlock.	Tamarack.	Y. P.	Oak.	Y. P.
Main line	4	93	2	1	....	.....	....	1
Niagara Falls br.	12	85	2	1	....	10	....	.....
International br.	....	100	....	....	....	3	....	.....
Black Rock br.	....	100	....	....	....	.....	....	.....
B. & S. W. br.	4	95	....	....	1	6	1	.....

5. Ballast:

Line or branch.	Ballast in track (miles single track).				Ballast replacement.	
	Stone.	Cinder.	Gravel.	Slag.	Stone.	Slag.
Main line	1.0	6.0	169.03	8.45	0.5	10.0
Niagara Falls br.	.....	.....	19.06	11.35	.....	.....
International br.	.....	9.0	.....	.....	.....	.....
Black Rock br.	.....	1.14	.....	.....	.....	.....
B. & S. W. br.	.....	55.57	.....	1.25	.....	.....

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
Main line	7° 0′	West of Portage	.....
Niagara Falls br.	8° 0′	Falls Jct.	.....
International br.	6° 0′	International Jct.	.....
Black Rock br.	12° 0′	Tonawanda St.	.....
B. & S. W. br.	10° 0′	Dayton "Y"	.....

* △ Equals total curvature, central angle.

Line or branch.	Maximum grade.			
	Per cent.	Length.	Direction.	Location.
Main line	0.9	5.0	Descending west.	East of Attica.
Niagara Falls br.	0.9	1.14	Descending west.	International Jct.
International br.	0.56	200′	Descending west.	West of Hertel Ave.
Black Rock br.	0.25	400′	Descending west.	West of Erie canal.
B. & S. W. br.	2.5	11.0	Ascending west.	West of Gowanda.

7. Alignment revision:

Line or branch.	Location.	New.		Eliminated.	
		Degree.	Total △	Degree.	Total △
Main line	East of Canaseraga	2° 0′	30° 9′	2° 9′	35° 18′
Main line	M. P. 354½ E. of Dalton	2° 0′	30° 0′	2° 0′	36° 0′
Main line	West of Dalton	1° 30′	38° 0′	2° 46′	42° 53′
Main line	East of Hunt's	1° 30′	12° 30′	2° 20′	17° 30′

8. Grade revision:

Line or branch.	Location.	New maximum grade.	Maximum grade eliminated.
Main line	West of Hornell	0.1 %	0.7 %
Main line	East of Arkport	0.3 %	0.5 %
Main line	Bonns to Canaseraga	0.3 %	0.63%
Main line	Swains	0.3 %	0.65%
Main line	Dalton	0.3 %	0.56%
Main line	West of Hunt's	0.25%	0.40%

11. Highway grade crossings:

Line or branch.	Number protected by.			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	4	17	7	84
Niagara Falls branch	2	30	3	26
International branch	1	5	.....	1
Black Rock branch	.....	0	.....	5
B. & S. W. branch	.....	1	3	64

13. Overhead crossings clearance less than 21 feet.

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line	Elk St., Buffalo	.....	Through truss	16′ 7½″
Main line	Buffalo	423.15	Through truss	20′ 5½″
Main line	Buffalo	422.99	Through plate girder	19′ 7¼″
Main line	Chicago St., Buffalo	.....	Through truss	17′ 0½″
Main line	Louisiana St., Buffalo	.....	Through truss	16′ 11¾″
Main line	Hamburg St., Buffalo	.....	Through truss	16′ 5¾″
Main line	Van Rensselaer St., Buffalo	.....	Through truss	16′ 8″
Main line	Smith St., Buffalo	.....	Through truss	16′ 5½″
Main line	Seneca St., Buffalo	.....	Through truss	16′ 8″
Main line	East Buffalo	420.06	Through truss	18′ 7½″
Main line	Rock Glen	370.02	Through truss	20′ 8¼″
Niagara Falls br	East Buffalo	3.27	Through truss	19′ 9″
Niagara Falls br	East Buffalo	4.05	Through truss	20′ 5″
Niagara Falls br	International Jct	F. 425.95	Through truss	19′ 11″
Niagara Falls br	La Salle	19.23	Through truss	19′ 5″
Niagara Falls br	Ferry St., Niagara Falls	.....	Through truss	18′ 0″
Niagara Falls br	Walnut St., Niagara Falls	.....	Through truss	17′ 2½″
Niagara Falls br	Fine St., Niagara Falls	.....	Through plate girder	16′ 6″
Niagara Falls br	Pierce Ave., Niagara Falls	.....	Through truss	20′ 5½″
Black Rock br	Erie Canal	0.83	Through truss	20′ 7″
B. & S. W. br	West Seneca	6.26	Through truss	20′ 10″

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.		Grade crossings eliminated.	
	Highways.	Railroads.	Highways.	Railroads.	Highways.	Railroads.
Main line	7	3	14	5	6	.....
Niagara Falls br	8	11	4	2	1	.....
International br	2	.....	.....	.....	.....	.....
Black Rock br	.....	.....	.....	.....	.....	.....
B. & S. W. br	2	.....	1	6	.....	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Main line	1	.....	19	1	...	.....
Niagara Falls br	.....	5	11	.....	2	2
International br	.....	.....	2	.....	...	.....
Black Rock br	.....	1	.....	.....	1	.....
B. & S. W. br	.....	4	17	1	3	14

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line	37	14	3	7	....	....	0	173	76
Niagara Falls br	2	.....	...	....	....	1	2	2	14
International br	2	.....	...	....	....	....	...	3	1
Black Rock br	....	.....	...	....	....	....	...	....	2
B. & S. W. br	7	11	...	3	12	2	4	26	121

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line	24	4.84	264	192	10	7
Niagara Falls br	5	5.25	55	40	10	7
International br	1	5.6	11	8	10	7
Black Rock br	....	....	.....	.....	.....	.....
B. & S. W	10	5.25	110	70	10	6

Allegheny and Bradford Divisions.

The Allegheny division consists of the main line, extending from Hornell to Salamanca and thence to Dunkirk; the Genesee River railroad, a recently completed low grade line, extending from a connection with the Buffalo division at Hunt's to a connection with the main line west of Cuba; the Bradford division, extending from a connection with the Allegheny division at Carrollton to the Pennsylvania-New York state line near Limestone.

The Allegheny division is double tracked from Hornell to WA tower, west of Almond; thence single track to west of milepost 387, west of Cuba; thence single track to JW tower, near Hinsdale (double tracking operations were in progress over this section); thence double track to Olean; thence single track to CY tower, east of Carrollton (double tracking operations were in progress over a portion of this section); thence double track to Salamanca. That portion from Salamanca to Dunkirk is single track. The Genesee River railroad and the Bradford division are single track.

The Allegheny division follows the tributaries of the Canisteo river at its headwaters for a short distance west of Hornell, thence crossing the divide between this watershed and that of the Genesee river; it follows the valley of the Genesee, descending to a point near Belvedere, where it follows one of the tributaries of this river ascending, and crosses the divide between this river and the Allegheny river, descending the eastern slopes of this valley to the river bottom at Cuba; thence it follows this river valley descending to Salamanca. From Salamanca west it follows one of the tributaries of the Allegheny river, and thence follows the uplands between this point and Lake Erie, following generally the ridges of the valleys tributary to the Lake. The Genesee River railroad is a low grade cut-off recently built, by which the two divides which are crossed by the main line are avoided. To accomplish this the railroad has been built well up on the eastern slope of the Genesee river for most of its length, that is, between Belfast and Hunt's; for the remainder of the line it follows one of the tributaries of the Allegheny river. On account of securing such low grades, about 0.5%, it has been necessary to cross two valleys at a high elevation, necessitating high and long viaducts, and it has also been necessary to make heavy cuts and fills.

The Bradford division follows the Allegheny river and one of its tributaries for the entire distance within this State.

The grades on the main line, as might be expected, are heavy, especially on the eastern end where the two divides are crossed, and likewise the curves are quite numerous, although not excessively heavy.

The cuts and embankments have been kept down to a minimum and are in very good condition throughout, with the exception of a few of the heavier ones near Cuba, where the shoulders are somewhat narrow. The ditches are good throughout with the exception of a few places east of Salamanca.

The grades on that section of the main line between Salamanca and Dunkirk are moderate, but long; the curvature is quite large, but not excessively sharp. The cuts, embankments, and ditches are good throughout. It was noted on this section in a few places that the dirt removed from the ditches was being thrown up on the sides of the cuts; this practice is certainly wasteful and should be discontinued. Between mileposts 426 and 427 the ditches were quite wet, and it appears that they might be considerably improved by the installation of tile underdrainage.

The grades and curvature on the Bradford division are light. The entire road is constructed practically on an embankment, which is sufficient as to width and form. It was noted however that in the vicinity of Riverside Junction the general physical conditions during the high water season might be improved if the track were raised a few feet, which would mean simply the elimination of several sags. The drainage, where it exists, appears to be good.

Since the Genesee River railroad was constructed with the prime object that it should have light grades and curvature, it is obvious that it has been accomplished. These features of the line are exceedingly good. However, to accomplish this, excessive cuts and fills in a material which apparently is devoid of stability had to be made. This has entailed a very great amount of work, and up to the present time quite a number of the embankments are in exceedingly poor condition although they have been in place for a considerable period. Similarly, several of the cuts are in an exceedingly unstable condition, the material frequently washing down over the tracks to a considerable depth and at times squeezing up in the center, thereby distorting both the alignment and the grade to a very great extent. This condition of affairs exists chiefly on that section east of Belfast. Between Cuba and Belfast the cuts and fills are better, although some of the same tendency exists.

The soil through which this line was constructed is a glacial formation which seems to become quickly saturated with water and which holds it very tenaciously: when in this state it becomes semi-fluid, with the result that the cuts and embankments are in a state of general movement, subsidences of from 2 to 3 ft. occurring in an incredibly short space of time. During the

construction period one culvert about 250 ft. long moved under the weight of the fill over it for a distance equal to its own length and into such a position that it had to be abandoned and another constructed in its place. Similarly, an arch through a fill near Belfast which was to have been used by the Pennsylvania railroad was pushed so far out of line and injured to such an extent by the movement of the fill over it that it had to be abandoned, and an opening for the railroad made at another point in the fill.

However, when the difficulties incident to this sub-grade trouble are overcome it is fair to assume that a good line will result, over which a great amount of traffic can be handled with little effort. From a study of the situation, however, one is inclined to question the economics of the work, and whether the great cost involved in the construction and maintenance of this line, together with the interest charges on the amount invested, will not be far greater than that which would have been incurred by the double-tracking of the main line over the summits together with the cost of operating heavy pusher engines. It seems that such a method of operation would have handled with equal facility all the traffic which is now handled and which will probably be presented for movement in the future. Certainly it seems that all of the movements which the present or proposed yards at Hornell and Salamanca can accommodate could have been handled expeditiously by this method of operation.

The track alignment and surfacing of the main line are only fair on the eastern portion. A number of points were noted where excessive churning existed and where the track was dead, indicating that a considerable lift was essential. Similarly, the ballast in several portions was poor, and to this can be attributed some of the poor alignment and surfacing. The alignment and surfacing of that portion between Salamanca and Dunkirk were very good; that of the Bradford division was fair to good. The traffic over both of these sections is moderately heavy, and hence it is not so difficult to maintain the line and surface as it is on the main line, where entirely different conditions prevail. The alignment and surfacing on the Genesee River railroad are fair. Of course much can not be expected of this feature on this section of the division until better sub-grade conditions have been secured.

The steel structures on the whole division are in good condition throughout. The light structure over the Allegheny river on the Bradford division is being replaced by a modern heavy through truss.

The masonry arches are in general in good condition with the exception of the arches just east of Cuba on the main line, which are entirely too narrow and toward the widening of which nothing had been done. The ballast is now held in place by a makeshift timber retaining wall on the tops of the old parapets, shored up with timber struts. This structure should be rebuilt promptly so that sufficient trackway may be provided.

The open culverts and cattle-passes are in good condition. Several have been transformed into ballast deck structures by the construction of concrete slabs on the old masonry; this is a commendable improvement and one which should be carried out systematically until all openings in which it is possible to use this form of construction have been closed. It was noted that opening 342.95 was in need of cleaning out in the stream bed; also that opening 422.10 could be very readily transformed into a ballast deck, and that it would be advisable so to do; that the outside guard-rail on structure 420.67 was poor.

The opening near mile-post 343 could be very easily eliminated by the changing of the stream channel. The work incident to this would be inconsiderable, and should be undertaken when it becomes necessary to extensively repair or renew this structure. It has been necessary to construct timber supports for the ballast on the sides of the U abutments to structure 404.08. It seems that the masonry should be so repaired that this temporary construction may be eliminated.

The small box and pipe culverts appeared to be in good condition.

The structures on the Genesee River railroad are all new and of modern design, and are generally in first-class condition. It was noted that one culvert had become stopped up and completely covered by the sliding embankments. Efforts were being made to open it, but were meeting with little success. Subsequently it became necessary to construct another culvert.

The timber trestle 2.18, on the Bradford division, which was in poor condition, was undergoing extensive repairs at the time of the inspection.

Three overhead highway bridges in which the clearance is low were noted on the section between Salamanca and Dunkirk, which could be raised to full clearance at but little expense. These are situated as follows: west of mile-post 445, west of mile-post 452, west of mile-post 457.

The station buildings throughout are in from fair to good condition, being apparently ample for the needs of the communities which they serve. It was noted that the platform at the station at Forestville was in poor condition. A new station is in course of erection at Wellsville.

The rail conditions on the main line are good throughout. Several portions were noted which were considerably worn, but provisions had been made for the renewal of these sections. A considerable quantity of new rail had been laid on those portions where double-tracking was in progress. The rail on the Genesee River railroad was all new and in good condition. The rail on the Bradford division is in good condition. There is a considerable amount of light weight rail on that section of the main line between Salamanca and Dunkirk, but its condition seems satisfactory for the weight and class of traffic which is handled over this division.

The tie situation on the whole division is good, there having been apparently sufficient renewals made. It was noted in a number of instances that the spikes had worked up from the rail. This is a condition which should be made the special duty of a trackwalker at frequent periodic intervals. Too much attention can not be paid to this feature.

The track appliances throughout were in good condition. Spring rail frogs are used in general at all turnouts or cross-overs except with the lightest rail, where some stiff frogs are used. Split point switches with proper switch stands of the rigid and automatic types are employed, and proper targets are provided. Derailing switches are provided where their use is necessary.

The ballast on the main line consists chiefly of gravel east of Salamanca, and cinders west thereof. The gravel ballast is good in certain portions and poor and scant in others. There are several sections which could be materially improved by re-ballasting. Furnace slag is also used to some extent. That section on cinder ballast is in good condition. The Genesee River railroad is ballasted with cinder and slag; the western section, where the sub-grade is more stable, is well ballasted; the eastern section is being supplied with additional ballast all the time and will apparently be well ballasted when completed. The Bradford division is ballasted with cinder in good quantity throughout.

The right of way on all of the sections is in good condition with the exception of the Genesee River railroad; but here, since construction operations were still under way, much better conditions could not be expected.

The fences throughout, where existent, are in good condition with the exception of those in the vicinity of mile-post 345. Improvements could be made to advantage at this point. 3.88 miles of new fence were erected, and 3.21 miles extensively repaired.

Road crossings and necessary signs are maintained in good condition.

The section forces appeared ample for the work which they had to do. The track is not regularly patrolled except by those employees whose duties are to take care of switch lamps, etc. It seems that much better results can be accomplished if the track is regularly patrolled at fixed intervals by some member of the gang who will then be charged with the duty of observing closely the general track conditions, than by men who have other duties in their minds.

At Olean, 2 tracks of the main line cross at grade 2 tracks of the Buffalo division of the Pennsylvania railroad; protected by a modern interlocking plant. At Dunkirk, 1 track of the main line crosses at grade 1 track of the Chautauqua division of the Pennsylvania railroad and 1 track of the New York, Chicago and St. Louis railroad, side by side; protected by a tilting board signal, all trains being required to come to a full stop. At Dunkirk, 1 track of the main line crosses at grade a switching track of the Dunkirk, Allegheny Valley and Pittsburgh railroad; protected by semaphore signals. Yard movements only are made over this crossing, and trainmen operate the signals. At Dunkirk, 2 tracks of the L. S. & M. S. Ry. crossed by a freight track of the Allegheny division; protected by an interlocking plant. At Riverside, 1 track of the Bradford division crosses at grade 1 track of the Allegheny division of the Pennsylvania railroad; protected by a tilting board signal, all trains being required to come to a full stop. West of Olean, the main line crosses at grade 1 track of the Western New York and Pennsylvania Traction Company's electric railroad; protected by derails, and proper trough over wire.

Movements over the main line are made under the telegraphic manual block system between Hornell and Salamanca; between Salamanca and Dunkirk time spacing and train orders, with absolute blocking for passenger trains, are used. On the Bradford division time spacing and train orders, with absolute blocking for passenger trains, are used. On the Genesee River railroad the telephonic manual block system is used.

The blocking of the main line is good throughout, it having been apparently arranged to expedite the movements in the best possible manner. Some of the apparatus used is not of the most modern type, but it seems to perform its function satisfactorily. The block spacing on the Genesee River railroad is good, and the signal disposition well laid out. On that section of the main line between Salamanca and Dunkirk the block stations are located in the passenger stations, and some of the

blocks are quite long; however, with the infrequent traffic, both freight and passenger, it seems that the operation now in use is entirely satisfactory.

Green is used for proceed, yellow for caution, and red for stop, throughout.

Interlocking plants are located at the following points on the division: Almond, Tip Top, Wellsville, Cuba, Hinsdale (2 plants), Olean (2 plants), and Carrollton (2 plants).

The terminal and sidetrack facilities for freight movements appear to be entirely adequate. Extensions to industrial and general delivery sidings were noted at several points.

The passenger traffic seems to be provided for in a satisfactory manner.

The following improvements have been made: Open culvert 350.09 replaced by a 36-in. pipe; open culverts 418.02 and 418.12 replaced by 24-in. pipes; arch culvert 439.72 relined with concrete; arch 456.75 relined and wingwalls repaired; culverts 353.83 and 435.00 replaced with 24-in. castiron pipes; general repairs made to culverts 351.05, 369.29, 372.27, 376.08, 381.87, 383.63, 445.32, and 446.24; light repairs made to culverts 341.55, 341.89, 342.95, 348, 348.73, 354.80, 354.94, 357.84, 365.52, 373.54, 375.13, 377.03, 421.34, 422.10, and 434.84.

General repairs made to bridges 357.33, 356.86, 361.02, 367.81, 369.29, 371.72, 381.09, 410.31, 414.04, 414.86, 415.69, 450.10, and 451.32.

Trestles 0.75, 1.19, 1.39, 1.95, 2.04, and 218 on the Bradford division repaired.

The following stations and other buildings have been extensively repaired: Andover, Belmont, Friendship, Cuba, Olean freight house, Allegany, Carrollton, West Perrysburg, Forestville. At Salamanca the following repairs were made: eastbound track scales; freight house floor repaired; steam line for coach track repaired; coal pockets repaired, I-beams and concrete piers in cinder pit; roundhouse doors and roof repaired; new air line laid through yard; new lavatories installed in shop; shop roof repaired and re-slated; new 150 hp. boiler installed in shop and arches for old boilers renewed; new sewer at shops to take care of surface water; new wagon scales installed at West Perrysburg and Sheridan; new cypress gutter put on train shed; sidewalks throughout city repaired, and new floor put in express office at Dunkirk; new water tanks erected at Little Valley and Forestville, Andover and Cattaraugus station buildings painted.

"Y" tail track at Cuba Summit extended; industrial sidings at Little Valley and Forestville extended; new interchange track with the L. S. & M. S. Ry. constructed at Dunkirk; team track constructed at Irvine Mills.

With reference to the recommendations contained in the last inspection report, it was noted: 1, that nothing had been done to the arches over the highway east of Cuba; 2, that renewals were being made to the worn light rail when necessary; 3, that targets were apparently installed where necessary; 4, that the condition of the right of way had apparently been improved, and that repairs had been made to fences.

I have to recommend: 1, that the minor deficiencies noted in the report be corrected; 2, that an effort be made to improve the track alignment and surface on that section of the main line east of Salamanca.

1. Location and length of tracks:

Line or branch.	From.	To.	Main track (miles).			
			1st.	2nd.	Total.	Siding
Allegheny div.	Hornell	Dunkirk	128.02	20.348	148.368	59.526
Genesee River R.R.	Hunt's	Cuba	32.6	.....	32.6	6.00
Bradford div.	Carrollton	State Line	7.84	.....	7.84	5.191

2. Rail:

Line or branch.	Rail.			
	90 lb.	80 lb.	74 lb.	63 lb.
Allegheny division	103.757	19.304	8.027	17.28
Genesee River R.R.	38.6	.....	.....	.....
Bradford division	.....	7.84	.....	.....

3. Rail renewals:

Line or branch.	New rail laid.				Replacing	
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.
Allegheny division	Bess.	90 lb.	1909	10.80	Bess.	90 lb.
Allegheny division	Bess.	90 lb.	1909	1.00	Bess.	80 lb.

Line or branch.	Relayer rail laid.			Replacing.	
	Kind.	Wt.	Miles track.	Kind.	Wt.
Allegheny division	Bess.	90 lb.	0.52	Bess.	90 lb.
Allegheny division	Bess.	90 lb.	1.50	Bess.	63 lb.
Allegheny division	Bess.	80 lb.	0.057	Bess.	80 lb.

4. Ties, standard dimensions, 7″ x 9″ x 8′ 6″:

Line or branch.	Percentage of ties in tracks.			Renewals (treated), Y. P.	Renewals (untreated), Y. P.
	Oak.	Y. P.	Chest.		
Allegheny division	15	84	1	1	8
Genesee River R.R.	5	95	.....	.....	.....
Bradford division	22	56	22	.....	8

5. Ballast:

Line or branch.	Ballast in track (miles single track).				Ballast renewals, cinder.	Ballast replacement, slag.
	Stone.	Cinder.	Gravel.	Slag.		
Allegheny division	0.25	57.80	68.168	22.375	7.25	22.375
Genesee River R.R.	In process of completion.					
Bradford division	.....	7.84	.....	.....	.....	.....

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
Allegheny division	5° 1′	Persia	.....
Genesee River R.R.	3° 0′	Between M.P. 375 and 376	.....
Bradford division	3° 0′	Irvine Mills	.....

* △ = Total curvature, central angle.

Line or branch.	Maximum grade.			
	Per ct.	Length.	Direction.	Location.
Allegheny division	1.0	12.3	Ascending west	Hornell to Tip Top.
Genesee River R.R.	0.3	7.0	Ascending west	M. P. 376 to M. P. 383.
Bradford division	0.63	0.25	Ascending west	West of Limestone.

11. Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Allegheny division	7	6	2	121
Genesee River R.R.	.....	.....	.....	7
Bradford division	.....	.....	.....	5

13. Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Allegheny div.	Cuba	382.01	One-half through wooden truss	19′ 6″
Allegheny div.	Carrollton	407.10	Riveted truss (O. H. R.R.)	20′ 5″
Allegheny div.	West of Perrysburg	445.08	Wooden highway	20′ 0″
Allegheny div.	West of Forestville	452.03	Wooden highway	17′ 3″
Allegheny div.	West of Forestville	453.62	Wooden highway	19′ 4″
Allegheny div.	East of Dunkirk	457.67	Wooden highway	17′ 7″

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Allegheny division	15	4	9	4
Genesee River R.R.	16	3	7	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Allegheny division	.....	2	71	61	...	.....
Genesee River R.R.	2	.....	6	68	...	2
Bradford division	.....	1	.....	.....	...	9

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Allegheny div.	....	.....	13	13	....	3	...	99	79
Genesee R. R.R.	....	16	...	....	....	....	...	....	....
Bradford div.	....	.....	...	....	....	....	2	3	10

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Allegheny division	24	5.0 to 6.5	1522	1173	11	7
Genesee R. R.R.	Not yet properly divided.					
Bradford division	2	5.5	112	78	9	6

Meadville Division.

The Meadville division extends from Salamanca to the Pennsylvania-State line near Niobe. It is single track from near mile-post 2, west of Salamanca, to Waterboro; thence it is double track to a point west of Jamestown; thence single track for a short distance, and thence double track to the state line.

The topographical features in connection with this division are not unusual. It follows the valley of the Allegheny river for a few miles, and thence by moderate grades and curvature ascends to the foot of Chautauqua lake at Jamestown. West of Jamestown it follows the margin of the lake for several miles, and then through a country of easy topography continues to the state line. West of Jamestown considerable work has been in progress toward the elimination of grades and curvature, so that this section of the line is in first-class condition. The grades east of Jamestown are somewhat broken and are moderately heavy. The curvature throughout is light and regular.

The cuts and embankments are in good condition.

The ditches as a rule are well formed and afford good drainage. It was noted that some improvement could be made in this feature in the vicinity of mile-posts 14, 15, and 42.

The track alignment and surfacing are from fair to good, chiefly the latter. The surface in the vicinity of Red House was poor, and between mile-posts 8 and 9 there was considerable evidence of churning track.

The steel and masonry bridges were in good condition throughout. The masonry of bridge 13 should be repointed.

The open culverts and cattle-passes were in good condition.

The small box culverts and cattle-passes appeared to be open and in satisfactory condition.

It was noted that the ties on structure 14.71 were poor, that the eastbound ties on structure 23.75 were poor, and that the ties on structure 37 were poorly spaced.

The station buildings along the whole division were well maintained and seemed to be entirely ample for the needs of the communities which they serve.

The rail is in good condition throughout, renewals having been made as required.

The ties seem to be properly installed in a sufficient number, and renewals have apparently been made in a judicious manner.

Spring rail frogs are used practically exclusively excepting at points of heavy crossover traffic, where heavy stiff frogs are used. Split point switches with rigid and automatic stands, equipped with proper targets, are used. Derailing switches are installed where necessary.

The ballast consists chiefly of gravel and slag. That section on which the latter is used is in good condition. On some portions of that section on which gravel ballast is used, certain points were noticed where the ballast was poor; this is particularly true in the vicinity of mile-posts 2 and 3½.

The right of way appeared to be maintained in first-class condition, except in a few places where it was inclined to be swampy. Here there was a considerable growth of underbrush which might be removed to advantage.

The fences are maintained in good condition; 2 miles were repaired during the past season.

Road crossings are maintained in a satisfactory manner, and crossing-signs have been properly installed.

The section forces seem to be ample. The track is patrolled daily by some member of the gang who at other times is employed in the gang.

At Falconer Junction, 2 tracks cross at grade 1 track of the Dunkirk, Allegheny Valley and Pittsburgh railway; protected by a proper interlocking plant. At Jamestown, 1 track crosses at grade 1 track of the Jamestown, Chautauqua and Lake Erie railway; protected by a proper interlocking plant. At Jamestown, Main street, 2 tracks cross at grade 1 track of the Jamestown Street railway (electric); there is a derailing switch on the uphill side, but there is no trough over the trolley wire. At Jamestown, Ashville avenue, 1 track of the Jamestown Street railway (electric) is crossed; there are no derailing switches, and the trough over the trolley wire is in exceedingly poor condition.

The division is blocked with the Mozier 3-way signal system and is operated positively for passenger trains. The signals seem to be properly disposed, and my observations lead me to believe that the results obtained are satisfactory under the present traffic.

Interlocking plants are maintained at the following points, governing crossovers, entrances to yards, and grade crossings: Bucktooth, Red House, Waterboro, Falconer Junction, Jamestown, and Niobe.

The freight and passenger terminal facilities seem to be adequate. At Jamestown, owing to the constricted character of the company's property, the yard facilities are considerably congested. Several important changes were in process in connection with the installation of new industrial sidings; also a number of additional yard tracks were being installed east of Jamestown. The general sidings, such as passing and storage at other points along the division, seem to provide properly for the business presented. The passenger facilities appear to be entirely adequate.

A new station has been erected at Ashville; an extension has been built at Randolph, the extension being used for a passenger station and the old portion for freight; the station at Watts Flats has been painted. Bridges 4.55, 22.57, 23.08, and 24.87 have been painted. Three miles of yard track were under construction at Jamestown.

I would recommend: 1, that the poor ballast be replaced; 2, that the minor defects noted be repaired.

1. Location and length of tracks:

Line or branch.	From.	To.	Main track (miles).			Siding.
			1st.	2nd.	Total.	
Main line	Salamanca	Niobe	48.3	25.03	73.33	21.2
Columbus and Erie	Niobe	State Line	1.5	.....	1.50	1.0

2. Rail:

Line or branch.	Rail.
	90 lb.
Main line	73.3
Columbus and Erie	1.5

3. Rail renewals:

Line or branch.	New rail laid				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Bess.	90 lb.	1910	3.0	Bess.	90 lb.	1900

4. Ties, standard dimensions, 7″ x 9″ x 8′ 6″:

Line or branch.	Percentage of ties in tracks.			Renewals (untreated).
	Oak.	Y. P.	Chest.	Oak.
Main line	98	.....	2	12
Columbus & Erie	98	.....	2	.....

5. Ballast:

Line or branch.	Ballast in track (miles single track).				Ballast renewals.	Ballast replacement.
	Stone.	Cinder.	Gravel.	Slag.	Slag.	Gravel.
Main line	.....	.....	26.0	47.3	5.0	5.0
Columbus and Erie	.....	.....	.....	1.5	.....	.....

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
Main line	9° 0′	Jamestown	.....

*△ = Total curvature, central angle.

Line or branch.	Maximum grade.			
	Per ct.	Length.	Direction.	Location.
Main line	1.0	1 mi.	Ascending east	Randolph.

11. Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	6	4	3	39

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line	3	.....	4	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
Main line	.....	5	29	1	...	.....
Columbus and Erie	.....	.....	1	.....	...	.....

15. Track, bridges, trestles, arches, culverts, and cattle-passes (*con*):

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
Main line.....	5	.....	9	4	....	1	3	40	9
Columbus and Erie.....	....	.....	....	....	....	....	...	....	2

16. Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line.....	11	4.5	88	33	8	

Respectfully yours,
C. R. VANNEMAN,
Steam Railroad Inspector.

FULTON CHAIN RAILWAY.

Inspected November 15, 1910. Last previous inspection September 8, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Fulton Chain Railway and respectfully submit the following report:

The line extends from Fulton Chain, where it connects with the Adirondack division of the New York Central and Hudson River railroad, by which it is operated for summer travel only, to Old Forge, a distance of 2.29 miles, single track. It has 0.26 mile of sidings.

It has considerable curvature and some heavy broken grades.

The slopes and cuts are of good cross-section, and the ditching fair.

The bridges are in good condition.

The rails, fastenings, ties, and ballast are generally in good condition, the rail being 67-lb. Bessemer steel, fastened with 6-bolt angles.

The switch work is in fair condition.

The alignment and surfacing are fair for the low speeds and light traffic of the line.

The maintenance of track is done by the track force of the New York Central and Hudson River road.

The line, being wholly through wild lands, is unfenced, but the right of way is well cleared of underbrush.

The highway crossings, 6 in number, are well graded and planked; they are unprotected.

The telegraph block system is operated.

Old Forge is the only station, and it is in fair condition.

Recommendation: That underdrainage be resorted to more freely.

W. L. DERR,
Inspector of Steam Railroads.

GENESEE AND WYOMING RAILROAD.

Inspected November 2, 1910. Last previous inspection December 20, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Genesee and Wyoming railroad and submit herewith the following report:

The Genesee and Wyoming railroad is a single track line extending from a connection with the Delaware, Lackawanna and Western railroad at Greigsville to a connection with the Lehigh Valley railroad at P. & L. Junction, a distance of 14.39 miles. Connections are also made with the Rochester division of the B., R. & P. Ry. at P. & L. Junction, and with the Canandaigua branch of the New York Central and Hudson River railroad and the Attica branch of the Erie railroad at G. & W. Junction. There is also a single track branch known as East branch, extending from a connection with the main line at Retsof to a connection with the Rochester branch of the Pennsylvania railroad at Retsof Junction, about .8 of a mile north of Piffard station. The length of this branch is 1.77 miles. There are about 1.85 miles of sidings and yard tracks on the railroad.

The railroad is constructed along the western slope of the Genesee valley, and since it runs in the same general direction as the valley, viz., north and south, the grades and curvature are fairly light. This is especially true of the main line between Retsof and P. & L. Junction. Between Retsof and Greigsville quite a heavy grade is encountered in reaching the connection with the D., L. & W. To reach the Pennsylvania railroad however it was necessary to overcome quite a grade and introduce some heavy curves, since this railroad is located practically in the bottom of the valley and the general direction of the railroad is at right angles to the general direction of the valley. The maximum grade on the branch is 200 ft. to the mile, and the maximum curvature 10 degrees.

The cuts and embankments were reduced to the minimum by location, the topography permitting the line to be constructed with extremely light cutting. The cuts are generally ample, although there were one or two near the south end which would be improved if they were cut back a little, to permit of making a more extensive ditch than now exists. The embankments are good throughout, with one exception: over a culvert, where a little additional filling would be beneficial. The ditching generally is fair. The ballast used is of such a quality as to enable the water to seep away quite rapidly. Some additional ditching would improve the line considerably.

The track alignment and surface between Retsof and P. & L. Junction are very good; that between Retsof and Greigsville, and Retsof and Retsof Junction is only fair, but since these portions are used practically entirely for freight delivery purposes it is in satisfactory condition.

There are 2 extensive deck plate girder, steel bent viaducts on stone masonry on the line; both of these are in excellent condition, the decks of each having been completely renewed with good oak timber this year. There is 1 one-half through plate girder bridge with the ties carried on shelf angles, and 2 deck plate girder bridges, one on the main line and one on the branch. All of the bridges have stone masonry, which is well constructed and maintained in first-class condition. There are 2 open culverts, or cattle-passes, with timber stringers on stone masonry, 3 with single I-beams on concrete masonry; and 1 entirely of timber. There is a timber sheep-pass near the northern end, which is partially filled; the filling should be completed promptly. There are several stone box culverts, which are in good condition. There is 1 iron overhead highway bridge on stone masonry, which is in good condition and affords full clearance. The bridge situation on this railroad is in excellent condition, and the maintenance is being prosecuted in an intelligent manner.

There are but 3 stations at which agents are maintained. All of these are frame structures. Two of them are combination stations with plank platforms. I noted that these platforms were decayed considerably in places; I would suggest that repairs be made to avoid possible injury to passengers or employees.

The main line between Retsof and P. & L. Junction is laid with 70-lb. steel rail, connected with 36-in. 6-hole splices. This rail is in good condition. The balance of the main line and part of the branch is laid with 61-lb. steel, connected with 24-in. 4-hole splices. With the exception of portions of this rail on the branch, it is in fair condition. Heavy rail has been laid on the curves on the branch, leaving the light rail on the tangents.

The entire line is laid with oak ties 6 x 8 in. x 8 ft., laid at the rate of 16 to a 30-ft. rail. The ties are in excellent condition, and the rail is well spiked to them with the exception of the first curve north of Greigsville, where there is apparent need of re-driving.

Split point switches, with rigid switch stands provided with targets and stiff frogs, are used. Derailing switches are employed where they are necessary.

The ballast is gravel, of a good quality and fair to good quantity. There were one or two places where some additional ballasting might have been done.

The right of way was generally clear, although the ditches and slopes near the southern end appeared to have an excessive growth of dead weeds. These should be removed.

The fences are in good condition. One mile of new fence has been built, and 6 miles repaired, since the last inspection. The road crossings in general were good; I noted one or two where the plank was in poor condition. There are 14 road crossings, all protected by the usual sign.

The section force consists of 1 gang of 14 men during the summer season. This force is materially reduced in the winter, only sufficient men being employed to properly care for the property. The road is inspected daily by some member of the gang.

At G. & W. Junction, 1 track of the Attica branch of the Erie railroad and 1 track of the Canandaigua branch of the New York Central and Hudson River railroad are crossed at grade. Both of these crossings are protected by an interlocking plant situated about halfway between the two. The crossings are about 600 ft. apart. There are 16 levers in the tower, of which 2 are spare. I noted that the southbound home signal governing the N. Y. C. & H. R. crossing was equipped with a fish-tail blade; I would suggest that the blade be made to conform to standard practice. The distant signal governing the northbound home signal is present, but not in use; the mechanism controlling the one governing southbound movements is erected, but the signal has been removed. The necessity for the one governing southbound movements is not apparent, since it is practically within yard limits though not so designated. All trains approaching the signal must of necessity be under controlled speed. The view of the home signal is good. With

these points in mind, it is my opinion that this distant signal should be discontinued. The distant signal governing northbound movements is now held continuously in the stop position, owing to the disrepair of the wires controlling it. The view of the home signal is good; and since all trains are required to stop before crossing, it seems that the distant signal can serve no other purpose than that of a landmark. It is my opinion that signals which do not definitely tell the engineman something are useless, and they are generally unnoticed. Hence in this instance it is my opinion that the signal should either be operated in conjunction with the home signal or it should be entirely discontinued.

Train movements are governed by the telegraphic train order system. There is but one scheduled train each way per day; all freight trains are run as extras. The chief business of the railroad is the transportation of the salt mined at Retsof. Quite a little additional business is done at Retsof and the intermediate station north thereof in the line of general commodities and farm products. The layouts at the various stations and at the junction point seem ample to take care of the business.

The management of the property is evidently good and the maintenance is being prosecuted in a very thorough manner; hence I do not deem any recommendations necessary.

Yours respectfully,

C. R. VANNEMAN,
Steam Railroad Inspector.

GLENFIELD AND WESTERN RAILROAD.

Inspected May 25, 1910. Last previous inspection September 27, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Glenfield and Western railroad and respectfully report as follows:

The Glenfield and Western railroad is a single track line, extending from a connection with the St. Lawrence division of the New York Central and Hudson River railroad at Glenfield to Monteola, a lumber camp on the property of the Gould Paper Co. The length of the line is 19.45 miles. Approximately 1.75 miles of sidings exist. The business of the road is entirely the transportation of lumber from the woods and supplies to the lumber camps. Passengers are carried, but they are chiefly employees of the lumber companies who own the railroad.

In the construction of this road heavy grades and sharp curves were used extensively to reduce the cost. The grades reach as high as 5.3 per cent, and the curves as sharp as 16 degrees. In order to reach the ridge on which the lumber is located it was necessary to follow a stream through a gorge, or "gulf," as it is locally termed. Little cutting and filling were necessary, but a great many bridges had to be built.

The management has been pursuing an extensive policy of betterments: Several of the curves have been flattened, and one of the worst reverse curves was in process of being reduced at the time of the inspection. The curves were originally superelevated for high speed, which was never attained; derailments frequently occurred, and the resistance to movement was excessive. This elevation has been materially reduced, to conform to the speed; and the safety of operation has been greatly enhanced thereby. Generally, the line and surface are good, considering the condition of the rail. That portion west of Page, which is comparatively new, has a great many low joints, and quite a good deal of "pumping" track exists. The ballasting material is good here, and a thorough raising and tamping will improve the former, while proper ditching will relieve the latter.

The embankments and cuts are good, and the ditches are fair. A large amount of ditching has been done since the last inspection, and the effects of it are evident. It should be continued during the year.

The bridges as a rule are in excellent condition. Since the last inspection the decks of 1 bridge, and 7 culverts and cattle-passes have been renewed; new wooden stringers have been placed on 3 culverts and cattle-passes; 21 culverts, cattle-passes, or trestles have been or are in process of being replaced by modern structures consisting of rolled I-beams on concrete masonry. This work is exceptionally commendable and is placing the property in excellent condition. As soon as these renewals and replacements have been completed the bridge situation will be first class, with the exception of 2 bridges: These bridges are timber spans; the first, at Gulf Head, is a 6-ft. span with 2 stringers under each rail. The west abutment seems to have been forced a little out of the vertical. No apparent motion has taken place within the last two years, but it should be carefully observed. The other is a 2-span structure, over a stream which is practically dead water. The abutments have settled unevenly, the southern ends being lower than the northern; this settling has been overcome by blocking, and it has apparently ceased. It should be inspected frequently, especially during high water, to determine whether any further settling occurs. In its present condition it is safe.

Just west of Gulf Head there is a timber cattle-pass for which there is no apparent use. It is my opinion that it should be filled, to avoid any further expense in maintenance.

There are two overhead structures: one a cattle-pass, and the other a highway. The latter is to be replaced this year by a steel structure; at this time the masonry is to be raised so as to increase the clearance, which is now about 16 ft. This can be readily done at small cost. Telltales are now in place, properly located, to warn trainmen of the bridge.

No regular stations are maintained. At Houseville, Gulf Head, and Page there are combination buildings used as shelter for any freight which may be delivered, and for passengers, should there be any. The train conductor handles all the business along the line.

The rail is chiefly 60 and 65 lbs. It is in fair condition and is satisfactory for the light traffic which is transported. The fastenings are good, and properly made. Switches are mainly of the split type, and the frogs are solid. No night trains are operated, and hence lamps are not required on the switch stands, which are chiefly of the rigid type with targets. The ties are cedar, hemlock, and birch, and are in good condition. A very thorough renewal is to be made during this season.

The right of way runs through a farming district on the eastern end. Here fences are maintained in good condition. The right of way is clean and in excellent condition. Highway crossings are properly planked, and warning signs are in position. Two section gangs are maintained.

Only 1 train is operated on the road at a time, hence the necessity for a block system is obviated. Telephonic communication is maintained between the termini.

The speed westbound is limited by the grades, and an average of 15 miles per hour is maintained; eastbound, a time limit is established, so that the rate does not exceed 12 miles per hour and is less than that over the steepest grades. On these grades the hand-brakes are set continuously, in order that the air may be reserved for emergency. At Glenfield the switch leading to a "Y" is always set, so that in case of a runaway the tracks of the New York Central will be protected. The operation is very carefully and efficiently done.

I find this property to be in a generally good condition. A few minor defects were noted, and attention directed to them. These will be properly attended to. No recommendations are deemed necessary. The recommendations made on the last inspection have been carried out.

C. R. VANNEMAN,
Steam Railroad Inspector.

ISLAND RAILROAD.

Inspected May 19, 1910. Last previous inspection June 2, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Island railroad and respectfully report as follows:

The Island railroad, situated in the city of Buffalo, consists of 9 parallel tracks, connecting at one end with the Buffalo Creek railroad. The distance from the point of switch to their western terminus is 1400 ft. They are used to serve the Mutual Transit Company's warehouse and the grain elevator of the Mutual Elevator Company.

The rail is of various weights, properly connected, and fully spiked to ties of suitable size and quality. The frogs and switches are standard and are properly maintained.

No bridges or culverts exist in the track.

I consider this property to be in a satisfactory condition for the use to which it is put, and no recommendations are necessary.

C. R. VANNEMAN,
Steam Railroad Inspector.

JAMESTOWN, CHAUTAUQUA AND LAKE ERIE RAILWAY.

Inspected July 27, 1910. Last previous inspection November 6, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Jamestown, Chautauqua and Lake Erie railway and respectfully submit the following report:

The main line of this railroad extends from Jamestown, where it connects with the Erie railroad, to Westfield, where it connects with the Lake Shore and Michigan Southern railway, a distance of 33 miles. The Chautauqua branch extends from a junction with the Pennsylvania railroad to Chautauqua, a distance of 2.68 miles. The branch does not connect directly with the main line, but is reached from it by passing over the Pennsylvania railroad a distance of about 1.20 miles. Both main line and branch are single tracked. There is a total of 6 miles of sidings and yard tracks, including main line and branch. Both the main line and Chautauqua branch are located in Chautauqua county.

The maximum curve is 8 degrees, at Warners, and the grade 106 ft. to the mile, 7 miles long. The details of alignment and grades are given in report of 1909.

Considerable improvement has been made in the slopes and ditches of a number of the heavier cuts during the past year. Underdrainage is needed in a number of places; and at several points where the roadbed is exposed to the action of the waves of Lake Chautauqua the slopes should be protected.

The bridges were in poor condition at the time of this inspection, and all the wooden structures of this nature — and this includes all bridges except the steel I-beam bridge over the Chautauqua Traction Company's electric line near Westfield — should be strengthened before the opening of next season's business; or, if not, heavy cars and engines, including Pullman cars, should not be run over them.

Open culverts and cattle-passes are included as bridges.

The cross-ties are of oak and chestnut, about equally divided.

The rails are 60-lb. Bessemer steel, fastened with 24-in. 4-bolt angles, and 70-lb. Bessemer steel, fastened with 34-in. 6-bolt angles. They are in fair condition as far as wear is concerned. but many of them are surface and side bent on account of not being kept in proper line and surface. They are full spiked and bolted.

The switches and frogs in a number of cases need re-tieing. The switch stands are provided with signal targets and lights. Derailing switches appear to be used where needed, except at Jamestown where the electric railway crosses the steam line; and at this point derails should be installed, especially in the electric track which, westbound, approaches the steam road on a heavy down grade.

The ballast, of gravel, is deteriorating rapidly on account of insufficient drainage.

The alignment and surfacing are poor.

Average length of sections, 7 miles of main track, each manned by a foreman and 6 men. Trackwalking is done by a member of each gang. Flags and torpedoes are used in the protection of trains in maintenance of way operations.

The 3 tracks of the Erie railroad at Jamestown are crossed by a main yard track of the Jamestown, Chautauqua and Lake Erie road, the train movements over both lines being governed by interlocking; at Pennsylvania Railroad Junction the main track crosses the main track of the Chautauqua division of the Pennsylvania railroad, governed by interlocking; at Jamestown, 1 main track of the electric traction line crosses the main yard track of the steam line without signal protection.

No block system is used. Trains are operated under the time limit system.

The right of way is not well cleared of undergrowth along the low lying lake country; and because a considerable portion of this territory is swamp land, not much can be done to better the situation. In the territory west of Lake Chautauqua the right of way is in fair condition. Some fence repairs are needed at various points along the line.

The highway crossings generally are well graded and planked.

The stations are in fair condition, most of them being shelters which appear sufficient for summer business.

Recommendations: That all the bridges excepting the I-beam structure near Westfield be renewed or strengthened; that about 20 per cent of the ties be renewed; that derails be installed at Jamestown electric railway crossing; that underdrainage be resorted to more freely; that better protection be given the slopes which are subjected to action of the waves of Lake Chautauqua.

W. L. DERR,
Inspector of Steam Railroads.

KANONA AND PRATTSBURGH RAILWAY.

Inspected June 2, 1910. Last previous inspection July 30, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Kanona and Prattsburgh railway June 2, 1910, and respectfully submit the following report:

The line is single track, and extends from Kanona, where it connects with the Rochester division of the Erie railroad, to Prattsburgh, a distance of 11.44 miles, and has about 0.43 mile of sidings. It is wholly in Steuben county.

The general alignment is fair, but the grades are numerous; as the profile follows pretty closely the natural surface, the grades are much broken.

The cuts have fairly well developed cross-section; but some of the embankments are hardly wide enough to give good support to the ballast, which in turn adds to the maintenance cost in the way of additional aligning and surfacing of track.

The steel and iron bridges appear to be in condition to carry the engines now in use on the line at the present schedule speeds, but should be strengthened if either the weight of engines or the speed is increased.

Wooden bridges and trestles are all of the stringer type: that is, consisting of wooden girders of a single span, or, if more than one span, supported by wooden "bents". They appear to be in condition to carry the engines now in use on the line at present schedule speeds, but should be strengthened if either the weight of engines or the speed is increased.

Open culverts and cattle-passes are in fair condition and free of obstructions to the passage of water.

The line is divided into 2 sections, each having a foreman and 4 men for ordinary track work. Flags are used to protect maintenance operations.

The cross-ties are 6 x 8 in. x 8 ft. long, laid about 2640 per mile, about ⅔ white oak and ⅓ chestnut; about 14 per cent renewed since last inspection.

The track is ballasted with gravel, and a large amount of ballast renewal has been made since the last inspection.

The main track is laid with 60-lb. steel rail fastened with 4-bolt angle splices, and is in fair condition.

There are split switches, switch stands with target signals, and rail frogs. No derails are used, and none appear to be needed.

Alignment and surfacing, while not in the best condition, have been much improved since the last previous inspection, and further improvement was being made at the time of this inspection.

There are no grade crossings of railroads.

The highway crossings are in fair condition.

There are no interlocking plants.

The right of way is in fair condition, and fences have been extensively repaired since last inspection.

There is no block signaling; trains are operated by telegraphic train orders.

The two stations where agencies are maintained, Prattsburgh and Wheeler, are in fair condition; the balance are flag stops without station buildings.

Since last previous inspection 2 bridge abutments have been extensively repaired; the Prattsburgh station has been extensively repaired and the platform renewed at a cost of about $400, and the Prattsburgh engine house roof renewed, costing $80.

Right of way fences have been renewed for a distance of 2300 posts, at a cost of $350. The platform of Wheeler station has been renewed. The ballast was largely renewed and considerable drainage ditching done at various points on the line.

In general it may be said that a well directed endeavor has been made to carry out the recommendations suggested in the 1909 report, and that the maintenance of way and structure work is being done in a way which, if kept up, will in a few years put the property in good physical condition.

It is noted that the ratio of the cost of labor to material for the combined years 1908 and 1909 is 50.6 per cent, which shows that a fair percentage of the total expenditures is being spent for material.

Recommendations: That more ditching and subdraining be done. By doing this the line and surface of the track will be maintained in a higher state of efficiency for a given expenditure; and this in turn will naturally reduce the cost of maintenance of equipment from wear and tear due to uneven track.

W. L. DERR,
Inspector Steam Railroads.

LAKE CHAMPLAIN AND MORIAH RAILROAD.

Inspected September 22, 1910. Last previous inspection December 10, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Lake Champlain and Moriah railroad and respectfully submit the following report:

This railroad, which is single tracked, extends from Port Henry, where a connection is made with the railroad of The D. & H. Co., to Mineville: a distance of 7 miles. At the latter point connection is made with the tracks of the iron ore mines, the transportation of the products of which forms practically the entire business of the railroad. There are 17.09 miles of sidetracks.

The mines to which the road runs are located directly west of Port Henry, in the lower portions of the Adirondack mountains, and hence it has been necessary to construct the road on a heavy grade, with considerable curvature. The maximum grade is 4.04 per cent for a short distance, but a considerable quantity of the line is on a 4 per cent grade. In order to keep the grade as low as this it has been necessary to use a switchback, which is situated about halfway up the line. Several of the curves are quite sharp, the maximum being 14 degrees; but the general alignment is excellent for the topography through which the road passes.

All of the track structures are of modern type and in excellent condition. There are 2 steel bridges on stone masonry of the

through plate girder type, and 1 deck plate girder, the latter being over the track of The D. & H. Co. There are also 3 concrete arches recently constructed which show first-class work. There is 1 overhead highway bridge with a clearance of 19 ft. To raise this bridge would entail considerable expense, the exact amount of which could only be determined by a special survey. In view of the fact that box cars are rarely hauled on the line, gondolas, special ore hoppers, and mine cars being used practically exclusively, I am of the opinion that it is unnecessary to raise the bridge to full clearance: ample protection being now afforded, and full clearance existing for the tallest man on all cars except box cars.

No regular station buildings are maintained, the passenger business being very light and an insufficient demand for such structures. At Mineville a small room in connection with the company's office is provided for those waiting for trains.

The rail is entirely 90-lb. A. S. C. E. section, steel rail; 1 mile of this is ferro-titanium, and the officials report that excellent service is being given. Owing to the fact that the loads are practically all downhill there is a considerable amount of wear on the rails incident to the constant braking necessary. All of the trains are equipped with high powered air brakes; and the small mine cars, which are used in transporting ore to the furnace at Port Henry and the docks on Lake Champlain, are equipped with hand brakes which can be "set up" to the proper point to give maximum braking efficiency.

The ties are in excellent condition throughout, and the rail is well spiked to them; there are about 20 per cent oak and 80 per cent yellow pine; 12 per cent have been renewed since the last inspection. Anti-rail-creepers of the steel strap type are plentifully installed, and there does not appear to be any excessive running of the rail.

Stiff and spring rail frogs are used. I would suggest that stiff frogs with points of manganese steel would be desirable and give better service than the type now used. Split switches with rigid stands are used. Derails are installed at all points where they are necessary. Just west of Mineville a derail is installed in the main track, which is attended at all times by a watchman. This derail prevents runaway cars or engines from proceeding further east to the switchback and is a distinctly necessary adjunct to the safe operation of the road.

Iron ore tailings are used exclusively for ballast. This material makes an excellent roadbed, and in this instance has been used in good quantity with a well defined cross-section.

The right of way is in good condition, being well cut and free from underbrush. Fences are properly provided and are in good condition. Two miles of new fence have been built, and 1 mile of existing fence has been extensively repaired.

The road is divided into 3 sections: one of 6 men being employed in Port Henry yard, one of 5 men on the main line, and one of 13 men in Mineville yard. The track is patrolled by 1 member of the section gang. The general excellent condition of the roadbed shows that very intelligent and efficient work is being done, and that every effort is properly directed.

There is 1 highway grade crossing protected by a flagman, and 6 are protected by warning sign only. Two highways are crossed overhead.

There are no passing sidings along the line with the exception of 1 at the east end of the switchback. Trains are run by the train order system, and telephones are used for dispatching. A telephone is provided at the passing siding for use when necessary. No signals or interlocking plants are provided, and under the present system of operation none is necessary.

Yard facilities at Mineville are developed and taken care of by the mining companies. At Port Henry there is a very limited amount of room in which to develop a yard, and the major portion of this is taken up by trestles used in loading boats on Lake Champlain. There is a yard of fair extent for the storage of empty cars and delivery of outbound loads to The D. & H. Co. Prompt switching is practiced, so that very little, if any, congestion is encountered.

One mile of new 90-lb. rail was laid, of which 2200 ft. was ferro-titanium steel and the remainder Bessemer; 3 miles of track have been re-ballasted; the steel bridge at Port Henry over the street has been painted.

The road is being maintained in first-class condition, and no recommendations are considered necessary. With reference to the recommendation contained in last year's report: Nothing has been done toward the reconstruction of the switchback. I was informed that the officials had given it due consideration but had not yet decided on a final arrangement. In view of the fact that they have had 2 runaways of locomotives which would have resulted less seriously to the equipment had this fill been eliminated, it seems that an endeavor would be made to change the location. The danger of a train running away is ever present, and the extent of the damage will be a function of the size of the train and its speed.

From my observation I am of the opinion that a tail track can be constructed, ending in a cut on such a grade that practically any runaway can be effectively stopped before serious damage has occurred. It also seems apparent that 2 tail tracks could be used: one on a light grade, to be used by westbound trains; and another on a heavier grade, to be used by eastbound or downhill trains. Such an arrangement would apparently enhance the operation.

I concur in the recommendation made last year.

C. R. VANNEMAN,
Steam Railroad Inspector.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

Inspected September 9, 1910. Last previous inspection August 21, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Lake Shore and Michigan Southern railway and respectfully report as follows:

The Lake Shore and Michigan Southern railway is a 4-track line extending from a connection with the New York Central and Hudson River railroad at tower 51 in Buffalo, to the Pennsylvania-State line at State Line. Detailed physical characteristics are appended hereto.

The railway is constructed practically parallel with the shore of Lake Erie for all of the distance. The topography is varied, being generally rolling, but requiring moderate cuts and fills to permit a good line and grade. The curvature and grades are first class, being reduced practically to the minimum consistent with good practice. The cuts and embankment are in excellent condition. Ditching has been carried on extensively. Everywhere wide, deep, and clean ditches are apparent, and the effects are very logically obvious. The track alignment and surface on the two main passenger tracks are excellent, far above criticism.

All of the track structures are of modern type. The bridge over Buffalo creek in Buffalo is old and is apparently light; high speed is not made over it; the masonry is in fair condition, and the superstructure has been well maintained. I understand that this bridge is to be renewed shortly; this should be accomplished as speedily as possible. Quite a number of the structures are of masonry both stone and concrete; the remainder are of steel on stone or concrete masonry. All are well maintained. The bridge 195 was in need of painting. I noted that the bridge seats in nearly every case were very dirty. Bridge seats should be kept clean, and free from foreign matter.

There are no timber structures of any kind under the main line.

All of the small culverts and pipes appeared to be sound, and free from obstruction.

Generally, I found the track structure to be in first-class condition.

The station buildings are in good condition; the majority are of stone or brick construction with concrete or gravel platforms. The Silver Creek station building would be improved considerably by painting. The buildings are kept in a very neat, clean condition.

The rail on the main passenger tracks was in excellent condition. It is chiefly 100 lbs., and renewals have been made as necessary.

The tie renewals for the year had been about completed, with the exception of a few where the installation of stone ballast was in progress. These were made as this work progressed. The ties are in first-class condition in every respect.

The track appliances are of the most modern type and are well maintained. Split point switches, spring rail, and stiff frogs are used. Automatic switch stands are almost universally used. Derailing switches are installed where necessary, and all switches are equipped with targets.

The ballast consists of stone and gravel, chiefly the former. The passenger tracks are being ballasted with stone as fast as possible, and subsequently the freight tracks will be. The ballasting is being very thoroughly done, from 8 to 12 in. of ballast being placed under the ties. The results are very apparent.

The right of way is well maintained in every respect.

The fencing is kept up where necessary. For a considerable distance the line is adjacent to the New York, Chicago and St. Louis, and here a fence is unnecessary. One mile of new fence has been built and 4.8 miles extensively repaired since the last inspection. Road crossings are well kept up, and the signs are in good condition.

A very efficient track force is maintained. The track is patrolled daily by some member of the section force.

At Buffalo, 4 tracks are crossed by 2 freight tracks of the Erie railroad: protected by a tilting board signal. All trains are required to come to a stop before crossing. At Buffalo, 2 tracks are crossed by two tracks of Buffalo Creek railroad: protected by a thoroughly modern interlocking plant. At Dunkirk,

2 tracks are crossed by a freight track of the Erie railroad: protected by a modern interlocking plant.

The road is operated under the automatic electric block signal of the 2-blade, 2-position, lower quadrant type, generally carried on bracket poles. At the time of my inspection the operation was being reversed from left hand running to right hand running. Obviously, a large number of track and signal changes were necessary. The magnitude of this work is hardly apparent from a superficial observation.

My observations lead me to believe that the operation is very efficient. Dispatching is accomplished by means of the telephone, and excellent results are apparently being obtained.

Modern interlocking plants are maintained where necessary. They are chiefly of the electric type.

Terminal facilities are well provided at West Seneca; here interchange is accomplished with a large number of the lines entering Buffalo, and through connecting railways with the remainder. The yard is perhaps a little congested, but nevertheless handles a vast amount of business. Freight facilities at the various points along the road seem to be ample. The local business in New York state, however, is inconsiderable when compared with the through business and with the local business of the entire line. Passenger accommodations seem to be entirely adequate.

Since the last inspection the following extensive repairs and improvements have been made:

Bridge 66, a 14-ft. 8-in. span I-beam girder bridge, changed to a concrete flat top; bridge 70, a 10-ft. 2-in. span I-beam girder bridge, changed to a concrete flat top; bridge 124, a 10-ft. 8-in. I-beam girder span, changed to concrete flat top; bridge 78, an 8-ft. 6-in. span I-beam, changed to concrete flat top; bridge 81, a 12-ft. 6-in. I-beam girder, changed to concrete flat top; bridge 84, a 10-ft. span I-beam girder, changed to 5 x 6 concrete box; bridge 85, a 9-ft. span I-beam girder, changed to concrete flat top; bridge 86, a 11-ft. 5-in. span I-beam girder, replaced by 48-in. castiron pipe; bridge 90, a 7-ft. 9-in. span I-beam girder, replaced by concrete flat top; bridge 91, an 8-ft. 4-in. span I-beam girder, replaced by 36-in. castiron pipe.

It should be noted that it is the intention of this company to replace all of its short span openings by concrete flat top culverts or castiron pipes.

Culvert 89, stone box, replaced by 30-in. castiron pipe; culvert 95, stone box, top renewed with concrete; culvert 141, stone box, replaced by 20-in. castiron pipe; culvert 144, stone box, replaced by 16-in. castiron pipe; culvert 163, stone box, replaced by 24-in. castiron pipe; culvert 164, stone box, replaced by 24-in. castiron pipe.

The following buildings have been painted: Buffalo: Louisiana St. freight house; West Seneca: lunch room, W. B. repair house, E. B. repair house, interlocking tower, power house, wrecker house, yard office, and small yard buildings; Bay View: waiting shed, interlocking tower, power house, car house, and 3 old car bodies; Athol Springs: passenger station, oil house, and car house; Hamburg-on-the-Lake: tenement house, car house, and two old car bodies; Derby: passenger station, oil house, and car house; Dunkirk: freight house.

The following bridges were painted: Nos. 258½, 251½, 216, 198, and 195.

A new third track has been constructed from Dunkirk to State Line, 26.38 miles.

The physical condition is in every respect first class, and the methods adopted for maintaining it in this condition seem to be highly efficient. The operation, as far as I was able to observe, is prosecuted along a high standard. In general it is apparent that the management is endeavoring to make the property as nearly perfect as is possible, and it has succeeded in so doing to a very high degree. In view of these conditions no recommendations are found necessary.

Respectfully,
C. R. VANNEMAN,
Steam Railroad Inspector.

LEHIGH AND HUDSON RIVER RAILWAY.

Inspected June 27, 1910. Last previous inspection June 24, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Lehigh and Hudson River railway June 27, 1910, and respectfully submit the following report.

Length of main track, 25.2 miles; length of sidings and yard tracks, 14.5 miles; curve, maximum, 6 degrees; grade, maximum, 63.4 ft. per mile; bridges, track, 62; bridges, overhead, less than 21 ft. clearance, 4; highway grade crossings, 10; stations, 12.

The line extends from the New York-New Jersey state line, just west of New Milford station, to a connection with the Central New England railway at Maybrook. That part of the line from Hudson Junction, near Greycourt, to Maybrook (10.7 miles), is the Orange County railroad. There is also a branch connecting the main line with the Erie railroad, extending from Hudson Junction to Greycourt, about 0.7 mile long. The whole of the line in New York state is in Orange county. The connecting railroads in New York state are the Central New England, N. Y., O. & W., and the Erie.

The maximum curve in main line is 6 degrees, 2 just east and 1 just west of West Craigville. The maximum grade is 63.4 ft. per mile, ascending westward, and about 3700 ft. long; it is located a half mile west of Sugar Loaf station. Generally speaking, the line is one of easy curves and grades. The riding of some of the curves above 3 degrees would be improved if they had easement or spiral approaches.

The cuts and embankments are generally of good cross-section, and a number of the heavier cuts were being widened and having their slopes reduced at the time of this inspection. The surface ditching generally is in fair condition, but the drainage in some cases would be improved by underdrainage.

Steel and iron bridges are in good condition. Much has been done in the way of renewals since the last previous inspection, and further work of renewal is well in progress this season. Some of the half through plate girders, such as bridges Nos. 21, 40, 45, and 46, support their wooden floors on angles riveted to web of girder; these angles should be watched closely, as failures have been noted on other lines.

There are no wooden truss bridges, and the wooden bridges generally are of single span stringers. They are in good repair, and a number of them have been replaced by solid floor concrete structures since last previous report; others will be replaced by concrete or by pipe this season.

Open culverts and cattle-passes are in fair condition. A number of them have been repaired and others replaced with pipe since last previous inspection, and the renewals are being continued this season.

Arch, box, and pipe culverts are in fair condition and apparently free of obstructions to the passage of water.

The road's standard cross-ties are 7 x 9 in. x 8.5 ft. long, which at 16 ties per 30-ft. rail give a bearing surface on bottom of 3.38 square ft. per lineal foot of track, which would seem sufficient; 50 per cent are yellow pine, 25 per cent oak, and 25 per cent chestnut. There were 15,371, or about 14 per cent renewed since last inspection. The general condition of the ties is fair. Tie-plates are freely used, giving the usual good results.

Rail and fastenings are in fair condition, and rail is well spiked and bolted. In the main track there are 25.07 miles of 80 lbs. per yard steel rail, and 0.13 mile of 65-lb. steel rail.

There are split switches operated by automatic switch stands with target signals and lamps, and derailing switches apparently where needed.

The ballast is generally of gravel and engine cinders. A raising of about 6 in. of the whole main track is contemplated, and this would greatly improve the situation and add to the efficiency of the track work.

The line and surface are fair. As before stated, good drainage will help the track generally, and particularly is this true of the line and surface of rails.

The average length of sections is about 4 miles, and the section gangs each average a foreman and 6 men. Each section is patrolled daily by 1 of its men. All section gangs are provided with flags, lanterns, and torpedoes, for signaling trains to stop.

The line crosses the New York, Ontario and Western railway, double track, at grade at Burnside, and the crossing is protected by interlocking.

The plant at Burnside, where the main line, single track, crosses the double tracked line of the New York, Ontario and Western railway, has 23 levers, and is the only interlocking plant on the line in the State of New York, no more being needed.

The right of way is in fair condition.

The highway crossings are in fair condition as to the planking and the grading of approaches; 25 are unprotected, 1 protected by gate, and 1 by electric bell.

There is no block system, train movements being governed by the standard code of train rules, telegraphic train orders, and the time limit system.

The stations are well kept and in good condition.

Two miles of gravel and engine cinders have been put in track; 3 open culverts rebuilt; masonry of west abutment of bridge No. 48 rebuilt; bridges Nos. 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 21, 23, 35, 36, 38, 39, 40, 54, 55, and 62: total 23, repaired; 15,371 ties and a large number of tie-plates put in track; 3 heavy cuts widened and slopes reduced, and a large amount of general track work done.

The ratio of labor to material in maintenance of way and structures account is not shown in detail in the data at hand, but is probably about 34 per cent. On this basis the expenditure for labor is a good one and shows that the labor has been well reinforced by the necessary material.

Recommendations: That more drainage work be done, especially in the form of underdrainage. In general it may be said of underdrainage that much of the expenditure in labor on line and surface of track and on the sloping of cuts would be saved, and the results made more permanent and profitable, were it resorted to freely. While ditches usually take care of such surface water as may reach the track, they do not prevent water from reaching the surface of the ground; but merely furnish a way for its passage *after* it has passed over the roadbed. Underdrainage, on the other hand, intercepts and removes the water before it reaches the surface and the track. That the block system be installed, especially between Hudson Junction and Warwick. The number of trains run and their high speed, particularly the number of trains handled between Hudson Junction and Warwick, would seem to call for a safer system of train handling than is afforded by the time limit method. It is believed that block working may be accomplished with the present telegraphic facilities and signals; possibly, after the matter is carefully considered, a few additional outdoor signals would be needed.

W. L. DERR,
Inspector Steam Railroads.

LEHIGH AND NEW ENGLAND RAILROAD.

Inspected May 17, 1910. Last previous inspection June 23, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Lehigh and New England railroad and respectfully submit the following report:

The main line of the road in New York extends from Pine Island Junction, where it connects with the Erie railroad, to the New York-New Jersey state line: a distance of 4.11 miles; and has 0.33 mile of sidings. The Pochuck branch extends from Glenwood Junction to the New York-New Jersey state line, a distance of 2.12 miles, and has 1.02 miles of sidings. All lines are single track and are located in Orange county.

On the main line there are 3 curves, and the aggregate length of the curved line is 0.65 mile. The grades are light, and reckoning from Liberty Corner to Pine Island Junction there are 2 ascending grades of a total rise of but 3.4 feet and a length of 0.32 mile; and one descending grade of but 1.4 ft. fall and 0.15 mile. On the Pochuck branch the aggregate length of the curved line is about 1.8 miles. The grades are heavy, and reckoning from Greenwood Junction the ascent is about 290 feet.

Cuts, embankments, and ditches are in fair condition. The main line is located almost entirely in swamp land, for details of which see last (1909) annual report.

Bridges, culverts, and other openings in the track are in good apparent condition.

Cross-ties: main line: 75 per cent 7 x 8 in. x 10 ft. long, yellow pine; 25 per cent 6 x 7 in. x 8 ft. long, chestnut and oak; 7 per cent renewed since last previous inspection. Pochuck railroad: 33⅓ per cent oak, 33⅓ per cent chestnut, and 33⅓ per cent native yellow pine; all 5 x 6 in. x 8 ft. long; 12½ per cent renewed since last previous inspection. Ties are generally in good condition.

The rail in main line is 60 lbs. per yd. and fastened with 4-bolt angle splices; Pochuck branch, 56 and 60 lbs., and 22- and 24-in. 4-bolt, angle splices.

Split switches, operated by automatic switch stands with targets and lamps, and rail frogs are used. No derails are used and none seem to be necessary.

The ballast is in fair condition.

The alignment and surface are in fair condition.

On the main line there is 1 section, 1 foreman and 3 men; on the Pochuck railroad, 1 foreman and 3 men.

Flags and lanterns used in protecting maintenance work.

Right of way is in fair condition.

The highway crossings are in fair condition, and their approaches are well graded; none is protected.

Train movements are governed by standard train rules, trains being spaced by time limit.

Stations consist of covered platforms for milk shipments.

Repairs and improvements consisted of the overhauling of bridges and other track openings, renewals of ties, etc.

The ratio of labor to total expenditures, maintenance of way and structures for 1908 is 67.4 per cent, and for 1909, 83.9 per cent. The ratio of total expenditures for both years is 80.5 per cent. These figures would seem to indicate that the labor was not reinforced by sufficient material. It should be remembered by operating and maintenance officials that although the amount spent in maintenance may appear to be sufficient as a whole, it is not spent so as to produce the maximum efficiency when labor is not backed by sufficient material.

The above is not intended as an adverse criticism of the total amount spent in maintenance of way and structures, but merely to call attention to a situation that may have escaped attention; it applies regardless of total amount spent. As the company seems to have endeavored to maintain its property to a fair standard no detailed recommendations are deemed necessary.

W. L. DERR,
Inspector Steam Railroads.

LEHIGH VALLEY RAILROAD.

Inspected September 12, 13, 14, 15, and 16, 1910. Last previous inspection September 8, 9, 10, 11, and 13, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Lehigh Valley railroad and submit herewith my report:

The Lehigh Valley railroad within the State of New York is composed of 2 divisions: viz., the Buffalo division and the Auburn division.

The Buffalo division is composed of the main line extending from the state line near Sayre, Penna., to Buffalo; the Waverly branch, extending from a connection with the Erie railroad at Waverly to Sayre; the Ithaca branch, extending from a connection with the main line at Van Etten to another connection with the main line at Geneva Junction, east of Geneva; the Naples branch, extending from a connection with the main line at Geneva to Naples; the Seneca Falls branch, extending from a connection with the Ithaca branch at Geneva Junction to Seneca Falls; the Rochester branch, extending from Rochester to Hemlock, with a spur into Honeoye Falls; the Niagara Falls branch, extending from a connection with the main line at Depew to a connection with the Canandaigua branch of the New York Central and Hudson River railroad at Tonawanda Junction; the Lehigh and Lake Erie, a freight line extending from a connection with the main line at Tifft Farm Junction to a connection with the Buffalo Creek railroad at Tifft Farm; the Willard branch, extending from a connection with the Ithaca branch at Hayt's Corners to Willard.

The Auburn division is composed of the Lehigh and New York branch, extending from a connection with the main line at Sayre, Penna., to North Fairhaven; the Elmira and Cortland branch, extending from Elmira to a connection with the R., W. & O. division of the New York Central and Hudson River railroad at Camden; the Auburn and Ithaca branch, extending from a connection with the Lehigh and New York branch at Auburn to a connection with the Ithaca branch of the Buffalo division at Ithaca; the Cayuga branch, extending from a connection with the Auburn and Ithaca branch at Cayuga Junction to Cayuga.

The Waverly branch is practically a freight connection between the main line and the Erie railroad; and since there are no structures on it, and practically only switching movements made over it, for which purpose it is maintained in a satisfactory manner, no further comment will be made upon it.

Buffalo Division.

The main line is constructed along the valley of Cayuta creek, a tributary of the Susquehanna river, until it reaches its source in the rolling country south of the Finger Lake region. Then the line descends along the western slope of Seneca lake until it reaches the level of the lake at Geneva. From there it follows the outlet of Canandaigua lake and finally enters the comparatively flat country east of Buffalo, traversing this to its terminus in Buffalo. The grades are exceptionally light and regular and the curves are moderate. Cuts and embankments have been properly made and carefully maintained. In general the ditches are well formed, and a great deal of tile underdrainage has been installed where the use of this method has been deemed necessary. Excellent results have been attained. All of this is exhibited by the good line and surface which exist over the whole of the main line.

The grades and curvature of the Ithaca branch are not so good. It descends into the valley of Cayuga lake on a very steep grade with many sharp curves, and then ascends along the western slope of the lake by fairly heavy grades and moderate curves. After reaching the plateau between Cayuga and Seneca lakes it crosses it by a line with moderate grades and light curvature. On that portion of the line south of Ithaca there are some bad cuts which have to be cut back frequently. The ditches fill up frequently, making it difficult to keep the roadbed thoroughly drained. North of Ithaca conditions are much better, and a very satisfactory substructure is maintained. The track alignment and surfacing are good throughout.

The Willard branch is a short line traversing the plateau between Seneca and Cayuga lakes. The grades are moderately heavy, and there are a few sharp curves. The construction is practically surface work, entailing slight cuts and fills. The track alignment and surfacing are only fair.

The Seneca Falls branch follows the outlet of Seneca lake. The general alignment is good, the grades being very light with

the exception of a short one in the village of Seneca Falls. The curves are moderate and few in number. Very little passenger traffic is carried over this line; hence no great effort is made to have the line and surface very good. That which is maintained however is good for the class of traffic which it bears.

The Naples branch crosses almost at right angles the rolling country between Seneca lake and Canandaigua lake, entailing quite a number of moderate grades with fair curvature. The cuts on this line are not in very good condition; a number of them are too narrow, affording practically no ditch room. Similarly many of the embankments are limited, but there has apparently been a great deal done during the past year toward widening them, especially in certain low swampy sections near the western end. There is still considerable room for improvements in the embankments, and a general policy of widening together with liberal ditching should be undertaken. The line and surface are fair. Until the substructure has been thoroughly drained it will be useless to attempt to maintain this in much better condition, and any money expended in an endeavor to maintain good line and surface without first improving the drainage will be wasted.

The Rochester branch presents no unusual topographical features. The major portion of it is built along what is termed easy country, where the cuts and embankments are slight. The general alignment is good, and the curves are moderate. Generally the substructure is in good condition. The line and surface are good between Honeoye Falls and Rochester. Between Hemlock and Honeoye Junction the traffic is quite light, and less attention is paid to this feature; it is in satisfactory condition for the traffic.

The Niagara Falls branch is constructed across fairly flat country with light grades and easy curves. The cuts and embankment are good, but the ditches in many places could be improved. The line and surface, especially the latter, are fair.

The Lehigh and Lake Erie is purely a freight branch, connecting the large interchange freight yard at Tifft Farm with the main line. It is built for nearly its whole length on embankment. The grades are good throughout with the exception of near the western end where they are somewhat heavier, due to short distance available in overcoming the difference in elevation between the bridge over the Lake Shore tracks and the entrance to Tifft Farm yard. The general track alignment is good, and the surface is fair.

The track structures along the main line are maintained in a highly satisfactory condition. All of the trusses and girders are modern and in good condition. The smaller openings where they exist are well constructed. There are no timber structures in the main line, the Ithaca branch, the Niagara Falls branch, or the Lehigh and Lake Erie branch. There are a few in the Seneca Falls branch and quite a number in the Naples branch. Bridge 354 on the Naples branch has timber abutments consisting of piling and cribbing; while the timber is apparently sound at this time, it is gradually approaching a state where it will have to be renewed; and from general appearances it seems that it would be well to consider making this structure permanent soon. On the Rochester branch there are 2 framed trestles, one of which is very extensive: it should be eliminated as soon as possible, since the danger from fire is extremely great; the second one is smaller, but is built on a curve; some of the timbers presented evidence of external decay, and studies should be made toward its elimination. The most feasible method from a casual observation seems to be the construction of an arch with a fill over it. I would suggest that steps toward the elimination of this structure be taken. The small pipes and box culverts on all the lines were apparently in good condition.

The following minor defects were noted which should be corrested: On the main line: anchor bolts on bridge 274 sheared off; bridge 410A needs paint. On the Naples branch: the northwest end of bridge 351B was badly burned; bridge 354 needs light repairs; the docking at bridge 360C is poor; ties on bridge 363A poor; piles in 363B will shortly need renewal; 363 needs new cap and stringer; 372A is in fair condition only. On the Rochester branch: outside guard-rail at the west end of bridge 391 poor. On the Seneca Falls branch: few bad stringers and outside guard-rails in 344A; no outside guard-rail on the south side of 347.

The station buildings on all of the lines are maintained in good condition as a rule; efforts toward æsthetic development were observed at a number, and they contributed in no small measure to the general impression of the property. Several new stations were noted, notably those at East Waverly, Interlaken, and Honeoye Falls, all of which are modern and attractive, aside from being well adapted to the purpose for which they are used. The stations at Valois and Taughannock Falls were not neat or well maintained internally; this was particularly true of the latter. Quite a number had been freshly painted, notably the station at Rochester Junction: a very light color had been used, and one which will probably show the effects of smoke soon. It seems that a color which will show the least effects of smoke should be the one adopted, or otherwise it will be but a question of a short time before painting will have to be done again, thereby entailing extra expense.

The rail on the main line is in excellent condition, and that on the Ithaca branch is similar. A portion of the light rail on the Willard branch was renewed this year, but that which was left is also badly bent and should be replaced during the coming season. The rail on the Naples branch is all of 60-lb. section; it is in fair condition generally, although there are sections which are somewhat worn; it is good for a few years yet, as long as no heavier power than that which is run over the branch at this time is used on it. The rail on the Rochester branch is good, consisting of 76-lb. and 80-lb. A number of rails of the lighter section which are in the track between Honeoye Junction and Hemlock are bent, and several badly burnt; these should be replaced. I notice also a number of cracked angle-bars along this section which should be replaced. The rail on the Falls branch and the Lehigh and Lake Erie branch is in good condition and of heavy section.

The ties on all lines with the exception of the Willard branch and portions of the Naples branch had been renewed and were in good condition. On the Willard branch there were a number of places in which the ties should be renewed; this was especially true of that portion where the light rail existed. On the Naples branch there were a number of ties which had not yet been put in, but which were to be put in during the remainder of the season; if these are completed the tie situation on this branch will be satisfactory.

Stiff frogs are used with the lighter rail on the branches and at interlocking plants or other points where turnouts or crossovers are frequently in use. A number of stiff frogs with cast manganese steel points were noted; these are apparently giving excellent service, outwearing a number of the ordinary type and giving better riding qualities. Spring rail frogs are used in the main track at outlying points and other points where suitable. Split point switches are in general use, usually with rigid stands provided with suitable targets. An additional locking device known as a "tumbler bar" was installed at all principal facing point switches: this device consists of a bar revolving in 2 staples or other device which will hold it in a horizontal position under the rail; welded to the bar are 2 dogs spaced the distance of the width of the bases of the stock rail and the switch rail, about 1 foot back of the point of the latter; the outer end of the bar is bent at right angles to the portion under the rail and in the same plane with the dogs, so that when it is raised in a vertical position the dogs clamp the switch rail and the stock rail together; the lock by which the switch stand is secured is fastened by a chain to the end of this lever, so that it is necessary to place the device in its normal position (clamping the 2 rails) before the switch stand can be locked. This device is an additional safeguard at facing switches in holding the point to the stock rail, and further tends to keep the point tight in case a switch is "run through".

All switches in the main line where automatic signals are in use are protected by these signals, and on the Ithaca branch at a number of places home and distant signals interlocked with the switch stands are provided. Red is used for stop, green for caution, and white for proceed. Derailing switches with targets are in use where necessary, and at a number of points are interlocked with the switch stands.

The company is installing a good many tie-plates, especially on the main line, on new ties. They are of a heavy design affording a considerable support for the rail.

Stone ballast is used on the main line, the Falls branch, and nearly all of the Ithaca branch; it is well installed, and is maintained in good condition. Cinder and furnace slag in good quantity are used on the branches: a great deal has been placed on the Naples branch during the past season, but there are a number of places where more could be used to advantage; similarly there are some points on the Willard branch where cinder would be beneficial. The Lehigh and Lake Erie is ballasted with furnace slag in good quantity. The Rochester branch is well ballasted throughout.

The right of way of all the lines is in good condition, the weeds properly cut, and generally well maintained. The fencing in general is in good condition: during the past year a total of 20.5 miles of new fence has been rebuilt, and 57 miles extensively repaired. Road crossings and road crossing-signs are maintained in from fair to good condition, the signs in general being well painted and in place where required. Other roadway signs are maintained in good condition. Cattle-guards are maintained at all of the principal crossings.

Near Lodi on the main line the company has installed what has been termed an automatic highway grade crossing signal. This signal is apparently an old track signal of the banjo type, which is operated by track circuits to show red when a train is approaching and distant about 2000 ft. from the crossing;

this indication is maintained until the train has crossed the crossing. The signal is illuminated at night similar to a track signal. Further, an electric bell is operated at the same time, and instructions are conspicuously printed on the sign telling its purpose. One is installed on each side of the crossing. This is apparently a very effective signal for a dangerous crossing if its warning is heeded, especially for automobilists, where the noise of the motor prevents the ringing of the bell to be heard until too close to stop. Further, it seems that the chances of the bell and signal being out of order at the same time are remote. What the effect of such a signal may be on careless motorists is interesting: whether they will observe the signal and be careful, or whether they will be tempted to approach crossings at higher speed without having their machines under full control. Observation of these points will be worthy of note; and should they prove to be on the side of safety, and should they prove to be economical, it seems that installation at other dangerous crossings should be made. There is one feature which is certainly worth consideration in connection with this signal, and that is that it affords a great deal of safety to those persons who are deaf and to whom a bell or whistle warning or the noise of the approaching train means nothing.

The section gangs are apparently ample to accomplish the work necessary to keep the road in good condition. Several gangs were noted which were short handed, but this condition was temporary in most instances owing to the difficulty of keeping laborers, especially at the season of the year when the inspection was made. The allotted quota is great enough to accomplish the work.

Grade Crossings with Steam Railroads:

Main line: At Rochester Junction, 1 track of the Rochester branch crossed by 2 tracks; protected by a modern interlocking plant. At P. & L. Junction, 1 track of the Buffalo, Rochester and Pittsburgh railway crossed by 2 tracks; protected by a modern interlocking plant. At Buffalo, 4 tracks of the Ohio Street branch of the N. Y. C. & H. R. R. R. crossed by 2 tracks; protected by sliding signals in a tower operated by a signalman; all trains are required to come to a full stop before crossing.

Ithaca branch: At Van Etten, 1 track of the Elmira and Cortland branch crossed by 1 track; protected by a modern interlocking plant.

Naples branch: At Stanley, 1 track of the Northern Central railway crossed by 1 track; protected by an interlocking plant; the signals are set normally in the proceed position for trains on the Northern Central railway. When trains on the Lehigh Valley desire to use the crossing, one of the trainmen or the agent at Stanley operates the signals. Northern Central trains do not stop if the signals are in their favor, but all Lehigh Valley trains come to a full stop before crossing. Derailing switches are maintained in the Lehigh Valley tracks.

Rochester branch: At Mortimer, 2 tracks of the West Shore railroad crossed by 1 track; protected by gates, all trains being required to come to a full stop. For crossing at Rochester Junction see main line.

Grade Crossings with Electric Railroads:

Main line: At Cheektowaga, 1 track of the International railway crossed. An interlocking plant is installed, but is not operated on account of alleged improper location of derails; these derails are so situated that if a car were derailed it would in all probability be left on the tracks of the Erie railroad, which is parallel to the main line at this point and about 69 ft. away. This plant should be operated and further should include the tracks of the Erie railroad, in which event the derails could be properly located outside the Erie tracks. At Chicago street, Buffalo, 2 tracks of the International Street railway crossed; protected by derails and trough over the wire. At Carolina street, Buffalo, 2 tracks of the Buffalo and Lake Erie Traction Co. crossed; protected by troughs and derails.

The main line and the Falls branch are operated throughout under 2-blade, 2-position, lower quadrant, normal danger, automatic signals. These signals were installed in the early days of the automatic signal and are somewhat different from the more modern type. They have however given excellent service and are operating effectively today. The blocks are spaced about 1 mile apart in general, although shorter and longer blocks occur where topographical or other conditions require it. A portion of the Lehigh and Lake Erie branch is also operated under this system. At night red is used for stop, green for caution, and white for proceed. I understand that it is the purpose of the company to change these color signals to red for stop, yellow for caution, and green for proceed. My observation, particularly while running at night on this line, led me to the conclusion that such a change would be beneficial at several points. Instances were observed where it was difficult to distinguish between the block lights and lights in buildings or street lamps which were adjacent to the railroad. Similarly, when approaching yards the multiplicity of white lights including switch lamps, some of which were more intense than the blocks and hand lanterns, made a confusing mass.

The remainder of the branches are operated under the telegraphic train order system with manual train order signals.

Interlocking plants are maintained at the following points: State Line, governing the entrance to the Sayre yard; Van Etten Junction, governing the connection of the Ithaca branch with the main line; Van Etten, governing the crossing of the Ithaca branch and the Elmira and Cortland branch of the Auburn division; Geneva Junction, governing the connection of the Ithaca branch with the main line; Manchester, governing the entrance to Manchester yard; Rochester Junction, governing the crossing of the Rochester branch and the main line; P. & L. Junction, governing the crossing of the B., R. & P. Ry. and the main line, and yard switches; Niagara Junction, governing the connection of the Falls branch with the main line; Tifft Farm Junction, governing the connection of the Lehigh and Lake Erie branch with the main line; Stanley, governing the crossing of the Naples branch and the Northern Central railway.

Terminal facilities are amply provided. In Buffalo a large yard known as the Tifft Farm yard is being developed, in which interchange is possible with all of the railroads entering Buffalo from the south and east. This yard will amply provide for future business. Siding and yard facilities appear to be well provided at various points along the line, and further developments are either in progress or contemplated where the necessity exists.

With the exception of the station at Buffalo, passenger accommodations are good throughout. The station at Buffalo is old and antiquated, and difficult to maintain in good condition; it is to be hoped that something will be done shortly to remedy this condition. The terminal situation in Buffalo is good throughout, there being few grade crossings, those which do exist being near the western end. These are so located, and the station yard so situated, that it has a choking effect on switching movements which sometimes inadvertently causes delay to passenger traffic. This condition could be considerably improved by extending the elevated section to the terminus.

During the past year the following improvements and extensive repairs have been made: Shelf angle bridges replaced with plate girders: bridges 286A, 302B, 337, 351, 392, 395, 405A, and 412; deck girder bridges replaced with solid floor structures: Nos. 291, 293, 313, 314, and 385; timber trestles 347 and 349 on the Seneca Falls branch rebuilt.

New station buildings constructed at Honeoye Falls and Interlaken; and a new concrete platform and canopy shelter over same constructed at Rochester Junction: this latter improvement is highly commendable since it enables passengers to transfer much more readily and with a greater degree of comfort and safety than heretofore.

The following stations and other buildings have been painted: Tower, Geneva Junction; stations at Lockwood, Alpine, West Danby, Romulus, Hayts Corners, North Spencer; water tank at Ithaca.

The following bridges have been painted: main line: 270, 271, 272, 274, 322, 322A, 341A, 341B, 342, 343, 343A, 343B, 343C, 344A, 344B, 344C, 347, 352, 358A, 359, 386, 395, 400, 405, 408, 408A, 411, 417, 419, 438, 438A, 446A, 446C, and 446F; Ithaca branch: 288, 289, 292, 298A, 301, 303A, 304, 305, 345; Naples branch: 345A; Falls branch: 438A, 439, 442, 442A, 442B, 442C, 443, 448, 448A.

Six additional tracks have been laid in Tifft Farm yard, aggregating 3.53 miles, to take care of New York, Chicago and St. Louis interchange. The company has also taken over the old R., W. & O. yards at Suspension Bridge, aggregating 13.5 miles.

With reference to the recommendations contained in the last inspection report, I have to report that some little work has been done toward widening the cuts on the Naples branch, and a great deal toward widening the fills; there is still room however for considerable improvement in both features. Repairs had apparently been made to trestles 363 and 371 of the Naples branch, but there were still some poor ties on trestle 371; individual renewals had been made to worn rails on the Rochester branch, but a complete renewal had not been made; there were a few rails remaining which were in poor condition, and these were to be replaced; with this done the rail situation on this branch will be satisfactory under the light traffic which it bears; renewal has been made of the worst rail on the Willard branch, and the bolts on the remainder of the light rail had been tightened. There still remains some light rail which, while probably safe for a time, is very rough and considerably bent.

I have to recommend that the minor defects in structures mentioned in the body of the report be made; that work be continued on the widening of the embankments and cuts on the Naples branch, and that the drainage be given considerable attention.

Mileage:

Line or branch.	From.	To.	Main track (miles).			Siding.
			1st.	2nd.	Total.	
Main line	Buffalo	State line	175.156	175.156	350.312	159.467
Waverly branch	State line	Waverly	0.408	.....	0.408	1.423
Ithaca branch	Geneva Jct	Van Etten Jct	59.490	1.024	60.514	18.079
Willard branch	Hayts Corners	Willard	3.823	.....	3.823	0.295
Seneca Falls branch	Geneva Jct	Seneca Falls	8.196	.....	8.196	2.462
Naples branch	Geneva	Naples	29.426	.....	29.426	4.541
Rochester branch	Rochester	Hemlock	29.083	.....	29.083	11.337
Niagara Falls branch	Niagara Jct	Tonawanda Jct	10.559	10.388	20.947	1.952
Lehigh & Lake Erie	Tifft Farm Jct	Tifft Farm	10.933	10.933	21.866	44.414

Rail:

Line or branch.	Weight.				
	90 lb.	80 lb.	76 lb.	60 lb.	58 lb.
Main line	349.812	0.5	.....	.....	.....
Waverly branch	.....	.....	0.408	.....	.....
Ithaca branch	13.822	43.916	2.776	.....	.....
Willard branch	.....	.....	.....	.....	3.823
Seneca Falls branch	.....	1.00	7.196	.....	.....
Naples branch	.....	.....	.....	29.426	.....
Rochester branch	.....	15.7	13.383	.....	.....
Niagara Falls branch	20.947	.....	.....	.....	.....
L. & L. E.	17.260	4.606	.....	.....	.....

Line or branch.	Splices.		
	36″–6 h.	28″–6 h.	24″–4 h.
Main line	0.5	349.812	.....
Waverly branch	0.408	.....	.....
Ithaca branch	46.692	13.822	.....
Willard branch	.....	.....	3.823
Seneca Falls branch	8.196	.....	.....
Naples branch	.....	.....	29.426
Rochester branch	29.083	.....	.....
Niagara Falls branch	.....	20.947	.....
L. & L. E.	4.606	17.26	.....

Rail renewals:

Line or branch.	New rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
Main line	Lack.	90	1910	18.96	Lack.	90	1900
Main line	Steel Beth.	90	1910	14.71	Steel Carnegie Md.	90	'03–'04, '02
Ithaca branch	Lack.	90	1909	1.0	Bess.	80	1892
Ithaca branch	Beth.	90	1910	3.5	Bess.	80	1892

Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.				Renewals.
	Oak.	Y. P.	Chest.	Cedar.	Number.
Main line	5	95	.....	.....	35,260
Waverly branch	70	20	10	.....	520
Ithaca branch	30	70	.....	.....	11,296
Willard branch	2	20	20	58	742
Seneca Falls branch	5	10	.....	85	956
Naples branch	2	20	20	58	3,970
Rochester branch	18	37	.....	45	3,260
Niagara Falls branch	.....	100	.....	.....	3,260
L. & L. E.	.....	100	.....	.....	420

Ballast:

Line or branch.	Ballast in track (Miles single track).		
	Stone.	Cinder.	Gravel.
Main line	350.312	.....	.....
Waverly branch	.....	0.408	.....
Ithaca branch	59.514	.....	1.0
Willard branch	.....	1.20	2.623
Seneca Falls branch	.....	2.75	5.446
Naples branch	.....	22.070	7.356
Rochester branch	11.5	1.75	15.833
Niagara Falls branch	20.947	.....	.....
L. & L. E.	.....	1.866	20.000

Alignment and grade:

Line or branch.	Maximum curvature.		Total. △*
	Degree.	Location.	
Main line	8°	M-p. 447	20° 36′
Waverly branch	4°	Sayre	18° 0′
Ithaca branch	7° 55′	M-p. 302	64° 25′
Willard branch	10°	M-p. 332	54° 0′
Seneca Falls branch	6°	M-p. 349	42° 27′
Naples branch	4°	M-p. 373	17° 30′
Rochester branch	6°	M-p. 381	73° 41′
Niagara Falls branch	9° 30′	M-p. 449	80° 0′
L. & L. E.	2° 48′	M-p. 450	13° 0′

* △ = Total curvature, central angle.

Alignment and grade (concluded):

Line or branch.	Maximum grade.			
	Per cent.	Length.	Direction.	Location.
Main line	1.12	0.14	Ascending east.	M-p. 447.
Waverly branch	0.6	0.05	Ascending east.	M-p. 272.
Ithaca branch	2.0	0.50	Ascending east.	West Danby.
Willard branch	2.0	0.40	Ascending east.	M-p. 334.
Seneca Falls branch	1.0	0.30	Ascending east.	M-p. 347.
Naples branch	1.26	0.81	Ascending east.	M-p. 373.
Rochester branch	1.50	0.20	Ascending east.	1.5 E. of Rochester.
Niagara Falls branch	1.0	1.0	Ascending east.	M-p. 443.
L. & L. E.	0.6	0.25	Ascending east.	M-p. 450.

Block systems in use:

Line or branch.	Location.		Kinds of systems.
	From	To	
Main line	Buffalo	State Line	Hall automatic.
Waverly	State Line	Waverly	Telegraphic block.
Ithaca branch	Van Etten Jct.	Geneva Jct.	Telegraphic block.
Willard branch	Hayts Corners.	Willard	Telegraphic block.
Seneca Falls branch	Geneva Jct.	Seneca Falls	Telegraphic block.
Naples branch	Geneva	Naples	Telegraphic block.
Rochester branch	Rochester	Hemlock	Telegraphic block.
Niagara Falls branch	Niagara Jct.	Tonawanda Jct.	Hall automatic.
L. & L. E.	Tifft Farm Jct.	Tifft Farm	2 mi. Hall automatic and telegraphic block.

Highway grade crossings:

Line or branch.	Number protected by			Number unprotected.
	Gates.	Flagmen.	Bells.	
Main line	12	18	6	117
Waverly	.....	.....	.....	1
Ithaca	.....	2	2	17
Willard	.....	.....	.....	3
Seneca Falls	.....	.....	.....	10
Naples	.....	.....	.....	33
Rochester	.....	2	.....	27
Niagara Falls	.....	.....	.....	14
L. & L. E.	.....	.....	.....	4

Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
Main line	3.58 E. of Depew	433A	Wooden truss.	20′ 00″
Main line	2.26 W. of P. & L. Jct	396	Lattice truss.	20′ 5½″
Main line	2.28 W. of Stafford	407	Through truss.	20′ 3½″
Main line	2.11 E. of Batavia	408	Lattice truss.	19′ 6″
Main line	1.30 E. of Batavia	409	Through truss.	19′ 5½″
Main line	0.45 W. of Batavia	410A	Through truss.	20′ 2″
Main line	2.36 E. of Wadsworth	384	Wooden truss.	20′ 0″
Main line	0.72 E. of Victor	368A	Through girder	19′ 10″
Main line	1.20 W. of Geneva	345	Pony truss.	20′ 8″
Main line	0.20 E. of Geneva Jct	341B	Through truss.	20′ 0″
Main line	1.20 E. of Geneva	343	Through truss.	20′ 2″
Main line	0.33 E. of Burdett	308B	O. H. highway	19′ 0″
Main line	3.00 W. of Odessa	305A	Pony truss.	19′ 1″
Main line	1.8 W. of Rodburn	291C	Through truss.	19′ 8″
Main line	0.4 E. of E. Waverly	.....	Through plate girder	19′ 6″
Main line	0.8 W. of E. Waverly	273	Through plate girder	19′ 8″
Main line	Sayre	270	Through truss.	18′ 9″
Main line	Sayre	271	Through plate girder	18′ 10″
Ithaca branch	3.25 E. of Geneva Jct	I342	Wooden trestle	16′ 10″
Niagara Falls branch	0.12 W. of Depew	O438	Through girder	18′ 2″
Niagara Falls branch	0.17 W. of Depew	438	Deck girder	17′ 4″
Naples branch	0.24 E. of Stanley	351D	Wooden trestle	20′ 5″
Rochester branch	0.9 E. of Rochester	391C	Deck girder	17′ 2″
Rochester branch	1.33 E. of Henrietta	384	Wooden truss.	19′ 10″
Waverly branch	Sayre	271	Through plate girder	19′ 0″
Waverly branch	0.87 W. of Sayre	272B	Through truss	17′ 2″

Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
Main line	43	23	11	7
Waverly branch	.....	.....	.....	2
Ithaca branch	2	.....	1	.....
Willard branch	.....	1	.....	.....
Seneca Falls branch	.....	.....	.....	.....
Naples branch	2	.....	2	1
Rochester branch	1	2	2	.....
Niagara Falls branch	4	2	1	1
L. & L. E.	10	6	1	3

Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Trestles.	
				Pile.	Framed.
Main line	1	40	104	....	.....
Waverly branch	.....	.....	3	....	.....
Ithaca branch	.....	2	16	....	1
Willard branch	.....	.....	1	....	4
Seneca Falls branch	.....	1	2	5	3
Rochester branch	1	1	13	2	7
Niagara Falls branch	.....	2	10	....	.....
Naples branch	.....	.....	4	41	10
L. & L. E.	.....	5	17	....	.....

Line or branch.	Culverts and cattle-passes.					
	Arch.	Concr.	Metal on masonry.	Timber.	Stone boy.	Pipe.
Main line	44	2	14	2	171	284
Waverly branch	.....	.....	.....	....	.....	.....
Ithaca branch	7	5	21	10	172	119
Willard branch	.....	.....	.....	5	2	13
Seneca Falls branch	.....	.....	2	10	1	53
Rochester branch	2	2	1	....	22	68
Niagara Falls branch	.....	.....	.....	....	2	21
Naples branch	.....	.....	.....	38	.....	95
L. & L. E.	1	.....	.....	....	.....	8

Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
Main line	48	8 mi. of S. T.	384	192	8	4
Ithaca branch	12	5 mi. of S. T.	60	36	5	3
Willard branch	1	3.8 mi. of S. T.	4	3	4	3
Seneca Falls branch	1	8.1 mi. of S. T.	4	3	4	3
Rochester branch	5	5.8 mi. of S. T.	20	15	4	3
Naples branch	4	7.3 mi. of S. T.	16	12	4	3
Niagara Falls branch	3	8.0 mi. of S. T.	24	12	8	4
L. & L. E.	3	8.0 mi. of S. T.	15	9	5	3

Auburn Division.

The Lehigh and New York branch of this division is constructed in the valley of the Susquehanna from the entrance of the railroad into the State to Owego; from there the east branch of Owego creek is followed to near its source, after which the uplands between this creek and Owasco inlet are traversed. It strikes the valley of the Owasco inlet near Freeville and follows it to Owasco lake, continuing along the west bank of this lake to Auburn. Thence it traverses the broken area on the margin of Lake Ontario to its northern terminus at North Fairhaven. The topographical features encountered are not unusual, and no especially difficult construction work was met. Cuts and embankments are as a rule reduced to the minimum, considerable curvature and moderate grades being introduced to accomplish this result. On the whole the line is well laid out when the idea in the mind of the constructors is considered: namely, securing a good line with the minimum of expenditure. The curves are numerous, and some are long; but the degree of curvature is not excessive, the maximum being 5 degrees 30 minutes. The grades are fairly regular, some quite long, and fairly steep. The track alignment and surface are from fair to good; a considerable improvement has apparently been made in this feature during the past year, and with the continued installation of cinder ballast which was in progress, more improvement may be expected.

The Elmira and Cortland branch is built in a country a portion of which requires heavy grades and considerable curvature, and another portion in which these features are light, owing to the easy topography. From Elmira to Park Station a small creek is followed, which permits of fairly easy grades with moderate curvature; from Park Station, where a drainage divide is crossed, to Swartwood, a heavy descent is made into the valley occupied by the main line; this descent occasions the heaviest grade on the line; from Swartwood to Blakeslee the topography of the country is rolling, and many valleys are encountered through which construction was comparatively easy; from Blakeslee to Canastota, a rapid descent by fairly heavy grades is made into the valley surrounding Oneida lake; thence the line traverses the region on the margin of this lake to its northern terminus at Camden. Two distinct features are naturally presented: viz., sections with heavy grades and incidental heavy sidehill cutting and filling, and sections with ordinary surface work with an occasional heavy cut and fill. Quite a number of cuts were noted which were not of sufficient width at the base, thereby making it difficult to maintain good ditches. The drainage situation has apparently been considerably improved; but there still appears to be room for a marked development in this feature, and it is one which should receive the earnest attention of the management, along with the many other improvements which are being made in the track substructure on this branch. The embankments have been in very poor condition, but extensive ballast renewals with cinders were made during the past season and this feature has been greatly improved. It should be continued with vigor for several seasons, when a moderate annual renewal supported by intelligent and conscientious efforts on the part of the track department will keep the line in good condition. The curvature is excessive in some portions; this is particularly true in the vicinity of Cazenovia, where several sharp curves are encountered, one of which is 19 degrees 30 minutes. This particular curve can be greatly reduced by cutting back a rather heavy glacial moraine. It seems that the expenditure would be fully warranted in making this improvement. The grades in the two sections previously mentioned are heavy, making operation expensive; little improvement can be made without expensive reconstruction which is not warranted by the business now handled or any which might be developed. The track alignment and surface is fair; this feature has apparently been much neglected on this division in the past, a truly unfortunate condition. Considerable work has been done during the past season toward remedying this trouble; many miles of cinder ballast have been installed on sections where the ballast was formerly the natural soil, and where low joints and other sections of track were exceedingly common. As might be expected, it is rather a large task to eliminate all of these troubles in a short time, and hence much commendation must be given to the management for the apparent earnest and intelligent effort being made to put this branch in a condition where the maintenance problem will be considerably reduced and the annual charges will be fruitful.

The Auburn and Ithaca branch for much of its extent is constructed directly along the shores of Cayuga lake, the heaviest work aside from the rock cutting along the shore, which is extensive, being that encountered in the descent from the plateau between Owasco lake and Cayuga lake. The embankments are well maintained with one or two exceptions. In these particular sections the drainage needed slight attention, and I think the whole trouble would be eradicated if the ditches were opened up and the slopes cut back slightly, so as to prevent further choking of the ditches. This particular section is in the vicinity of Oakwood. The work along Cayuga lake entails practically vertical bluffs in the shale and limestone formation in that vicinity. The erosion of these bluffs brings down a detritus of small pieces of shale which is almost continuous, especially in the spring and fall and during heavy rains. Frequently large pieces of solid limestone are brought down, and it is therefore necessary to give careful attention to this feature. Owing to the fact that the track is built either on a shale bed or a fill of rock, the drainage is good. The curvature of the whole line is moderately heavy, although there are a few curves which are quite sharp, one especially being 17 degrees; but the curves are regular and maintained in good line. The grades, with the exception of those between Auburn and Cayuga Junction, are light, most of the division being practically level. The grades on the section named are fairly heavy for a short distance. The track alignment and surface are from fair to good throughout.

The Cayuga branch is constructed along the northern shore of Cayuga lake and presents no feature worthy of particular mention. Very little business is done over the line, and maintenance expenses are kept down to a minimum. There are no heavy cuts or fills. The track alignment and surface are fair and are satisfactory for the traffic.

The major portion of the track structures are timber, consisting chiefly of framed and pile bent trestles of one or more spans. A number of steel bridges, chiefly plate girders, have been introduced on the two main branches to replace old timber structures, and these are built and maintained in first-class manner. There are also a number of girders of the shelf angle type which are being replaced as fast as possible; this type of bridge is not satisfactory for modern high speed and concentrated loads, and there is always present the danger of rupturing the web of the girder along the line of rivets holding the shelf angles; all of these structures should be eliminated as speedily as possible. There are also one or two through truss structures which should be replaced, notably one on the L. & N. Y. branch north of Auburn over the Seneca river. This is an old light bridge (L 366) on which speed restrictions are placed at present; improvements have been contemplated but have been held up on account of the Barge canal improvement which is to follow this river at this point; this structure should be replaced by a modern one as promptly as possible. There is also a viaduct (L 361A) on this section which is reinforced by framed bents; it should be replaced shortly by a modern structure, preferably a concrete arch.

The number of wholly timber structures on this branch is large, and as a consequence the repairs are quite heavy; they had apparently been made in a number of instances, and were

either in progress or planned for the ensuing year. Most of the defects noted were in single pieces, which I was informed would be repaired. The minor defects noted were as follows: L 291B, poor ties on north end; L 291C, soft braces; L 292A, cap on center bent soft; L 296A, soft braces; L. 296B, mudsills soft; L 297, soft braces; L 302, sill poor; L 310A, east guard-rail poor; L. 312, north cap soft; L. 312A, north wall plate poor; L. 314, north cap soft; L. 316, south cap soft; L. 365B, few poor ties; L 381, posts getting dozy; L 382A, few stringers poor.

A number of solid masonry culverts and culverts with masonry abutments and metal stringers were noted. These were in good condition. The small openings such as box culverts and pipes were apparently in good condition.

On the E. & C. branch, the metal bridge structures are as a rule in good condition. There are 2 viaducts on the section between Swartwood and Park Station which appear light, the sections being small. Studies of them have been made however and they are considered satisfactory for the traffic which they carry. Speed restrictions are placed on them, since the grade is very heavy and also since one of them is constructed on a sharp curve. Physically they are maintained in good condition. At Brookton there is another extensive viaduct which has been lately reinforced with bracing. When this work was completed load limitations which had existed on the branch were removed. At Besemers there is a small culvert consisting of I-beams on concrete masonry. This structure is immediately adjacent to a highway crossing and is in a measure dangerous to traffic on the highway. Further the east abutment has settled to a considerable extent, so much so that the bearings of it are now about the level of the top of the back wall, the subsidence having been something over 2 feet. This structure should be rebuilt, and at the same time the location should be changed so that the culvert under the highway and that under the railroad may be combined. This is physically possible, and can be economically accomplished. Bridge E 86 consists of steel beams on pile bent abutments. This structure should be made permanent. Practically all of the small culverts and cattle-passes are of timber construction, chiefly pile and frame bents with wooden stringers. There are a few with metal stringers on pile and framed abutments. There are also a number of pile and framed bent trestles of two or more spans. The condition of these last two classes of structures was very poor when this railroad came under the control of the Lehigh Valley railroad, and to bring it up to proper standard has required considerable time and expenditure. A great many repairs had been made prior to the inspection and more were in progress and contemplated. As a whole the track structure situation with particular reference to the timber structures has been brought up to a very good standard. A few minor defects were noted, but practically all of these had been observed and were to be repaired during the remainder of the season. It is to be hoped that future endeavors will be concentrated on the elimination of unnecessary openings such as unused cattle-passes, culverts which could be well taken care of by pipes, etc., and the replacement of existing timber openings when necessary by permanent masonry or concrete structures. A few openings were noted with metal stringers on stone masonry, in which the latter was in fair condition only; these should receive attention soon. A stone arch situated north of Cazenovia, which had begun to disintegrate, has been torn out and a new concrete arch erected in its place. The small box and pipe culverts appeared to be properly installed and in good condition.

The structures on the Auburn and Ithaca, and Cayuga branches as a whole are in good to excellent condition. All of the old trusses and light girders have been replaced by modern structures, and many of the small openings which were of timber or poor stone masonry have been rebuilt in concrete generally with closed tops. The track structure situation on this branch is in perfectly satisfactory condition.

The station buildings on all the branches are generally in good condition, being maintained in a neat and cleanly manner. A few physical defects were noted on several which should be corrected. The eaves pipes of East Ithaca and Van Etten stations were in bad condition, making it particularly unpleasant for passengers boarding or leaving trains in inclement weather; the buildings at Horseheads, Van Etten, and Ludlowville would be much improved by painting; the screening platforms at Horseheads, West Candor, Etna, Blakeslee, and Ira should be renewed; the station buildings at Groton and Dryden are old and dingy and not in keeping with the business done, especially in the former case. A new station has been erected at Freeville, and provision made for handling the large passenger interchange at this point in a very effective manner. A new station building is in course of erection at Cortland. The buildings at Erin and Lake Ridge are in need of general repairs.

The rail of the Lehigh and New York branch is in fairly good condition as a whole. The company is sending the majority of the heavy re-layer rail taken out of its main tracks to the branches of the Auburn division in order to get it equipped throughout with heavier rail. Some of the light rail is in fair condition only, and renewals should be continued as fast as possible.

The rail situation on the Elmira and Cortland branch is in worse condition than on any of the other branches, there being more of the light rail left in the track. A considerable quantity of it had been removed, and a great deal of heavy rail was distributed preparatory to putting it in the track. The worst of the light rail is in that section north of Canastota and principally of Sylvan Beach: this rail is badly bent in many places and should be replaced before any heavy power or loads are run over it; many loose bolts were noted, and many of the joints were very wide. The traffic is very light, and only light power is used. It would seem best to endeavor to get all of the light rail out of the portion south of Canastota first, maintaining that north of it in as good condition as possible, and when possible renew the remaining portion.

The rail on the Auburn and Ithaca branch is in good condition. A little light rail remains, but it is in fair condition and will be satisfactory until good relayer rail can be secured with which to replace it.

The ties on all of the branches were in from fair to good condition. Probably the tie situation on the E. & C. division was not so good as that of the other divisions: renewals had been made, and apparently efforts had been made to cause these to be as economical as possible. It was noted that an inspector is employed who designates which ties are to be renewed, a method which is highly satisfactory and a source of great economy. Quite a number of poor ties were noted on that section north of Canastota, and in view of the light rail which is on this section, it seems that especial care should be taken to keep the tie situation in good condition. In all other respects the tie renewals seem to have been handled in a very careful and judicious manner. Tie-plates are being installed on all new ties on curves, and in some places on tangents. A number of treated ties were also noted, being chiefly yellow pine.

Split point switches with both rigid and automatic stands are used on all the branches. Spring rail frogs are used on the Lehigh and New York and the Auburn and Ithaca branches, and stiff frogs chiefly on the Elmira and Cortland and Cayuga branches. Spring rail frogs are being introduced on the E. & C. branch with the installation of heavier rail. The frogs are generally in good condition, although several on the section of the E. & C. north of Canastota were noticed which were very loose. Targets are supplied at all switches. Derailing switches are installed where conditions indicate that they should be used.

The ballasting material consists chiefly of cinders and gravel, the former having been extensively installed within the past few years. It seems to be the intention to continue this policy — a wise one in view of the light traffic and the economy attendant upon its installation, and the maintenance of good line and surface thereon under light traffic conditions. There are some portions of the E. & C. branch in which the ballast is very scant, and these portions should be thoroughly ballasted in the coming season. There were many evidences of churning track, which condition could be promptly eliminated by drainage and thoroughly ballasting with cinders. The quality of the gravel ballast is only fair, and it would seem to be better to ballast with cinders throughout as soon as possible.

The right of way of all of the branches is maintained in from fair to good condition. Certain portions of the E. & C. branch did not appear to be as well maintained as they might be. Fences as a rule are in good condition, but there are still some on the E. & C. branch which should be repaired or renewed.

During the past year the following fence renewals and repairs have been made: Lehigh and New York: 7.21 miles rebuilt, 8.47 miles repaired; Elmira and Cortland: 12.09 miles rebuilt, 16.33 miles repaired; Auburn and Ithaca: 3.97 miles rebuilt, 2.09 miles repaired; Cayuga: 0.86 mile repaired.

Road crossings and signs in general are maintained in good condition, with the possible exception of a few on the Lehigh and New York on which the lettering had become dim. These should be painted.

The section gangs appear to be ample for the work.

Grade Crossings with Steam Railroads:

Lehigh and New York branch: At Owego, 1 track of the Ithaca branch of the D., L. & W. R. R. crossed by 1 track; protected by semaphore signals not interlocked. At Freeville, 2 tracks of the Elmira and Cortland branch of the L. V. R. R. crossed by 2 tracks; protected by semaphore signals operated by train crews; all trains come to a full stop before crossing. At Auburn, 1 track of the Auburn branch of the N. Y. C. & H. R. R. R. crossed by 1 track; protected by interlocked signals; all trains are required to come to a full stop. At Sterling, 1 track of the Ontario division of the New York Central and Hudson River railroad crossed by 1 track; protected by an interlocking plant installed within the last year.

Elmira and Cortland branch: At Elmira, 1 track of the D., L. & W. R. R. leading to its freight house crossed by 1 track;

protected by a target signal operated by flagman; all trains are required to come to a full stop. At Elmira, 1 track leading from the Northern Central Railway freight yard to the D., L. & W. R. R. yard crossed by 1 track; protected by a high target signal and flagman; all trains are required to come to a full stop. At North Elmira, 4 tracks of the D., L. & W. R. R. crossed by 1 track; protected by a complete interlocking plant with derails. At Van Etten, 2 tracks of the Ithaca branch of the Buffalo division crossed by 1 track; protected by a modern interlocking plant. At Caroline Junction, 1 track of the Ithaca branch of the D., L. & W. R. R. crossed by 1 track; protected by a target signal, all trains coming to a full stop. For crossing at Freeville, see Lehigh and New York branch. At Cortland Junction, 1 track of the Syracuse division of the D., L. & W. R. R. crossed by 1 track; protected by an interlocking plant. At Rippleton, 1 track of the Chenango branch of the West Shore railroad crossed by 1 track; protected by a target signal; all trains are required to come to a full stop before crossing. At Canastota, 2 tracks of the West Shore railroad crossed by 1 track; protected by a modern interlocking plant. At Sylvan Junction, 1 track of the N. Y., O. & W. R. R. is crossed by means of switches situated at either end of a bridge crossing the Barge canal, both lines using the same track across the bridge; these switches are about 600 ft. apart and are protected by an interlocking plant.

Auburn and Ithaca branch: At Ithaca, 1 track of the Ithaca branch of the D., L. & W. R. R. crossed by 1 track; protected by signals which are interlocked.

Grade Crossings with Electric Railroads:

Lehigh and New York branch: At Auburn, 1 track of the Auburn Street railway crossed by 1 track; protected by trough over wire; no derails in track. At Auburn, 1 track of the Auburn and Northern Electric railroad crossed by 1 track; protected by trough, derails, and flagman.

Elmira and Cortland branch: At Elmira, 1 track of the Elmira Water, Light and Railroad crossed by 1 track; protected by derails and trough over wire. At Horseheads, 1 track of the Elmira Water, Light and Railroad crossed by 1 track; protected by derails and trough over wire. At Cortland, 1 track of the Cortland County Traction Co. crossed by 1 track; protected by derails; the wire was unprotected and was suspended in a loose and unworkmanlike manner; the frogs at the crossing were loose and poorly maintained.

Auburn and Ithaca branch: North of Ithaca, 1 track of the Ithaca Street railway crossed by 1 track; protected by derails; there is proper protection over the wire. At Ithaca, 1 track of the Ithaca Street railway crossed by 1 track. There are no derails and no protection over the trolley wire.

The traffic over the branches included within the Auburn division is comparatively light, and they serve principally as feeders to and outlets from the main line. They pass through a country which is highly developed agriculturally, and there is also an extensive amount of dairy products, especially on the Lehigh and New York branch. Operation is governed over all the branches by the telegraphic train order system with manual train order train signals at the principal stations. Interlocking plants are maintained only at the principal railroad grade crossings: viz., Van Etten, Cortland, and Canastota.

There are no large terminals on any branch of the division, most of the freight traffic being turned over to the main line or to the intersecting lines. Yards of apparently sufficient size are maintained at these points and in the cities where the business warrants. Siding facilities both for commercial purposes and storage and passing seem to be ample in all respects. As from time to time they are required by increasing business or new industries, sidings are constructed. The passenger facilities seem to be amply cared for, with the possible exception of Groton; here the station does not seem to be quite adapted to the needs of the community which it serves.

The following improvements have been made on the various branches:

Lehigh and New York: Timber trestle replaced by span bridge: L 336A; timber trestle rebuilt: L 318B; culverts and cattle-passes replaced by pipe: L 299, L 305A, L 320A; bridge masonry rebuilt or extensively repaired: L 337; open culverts or cattle-passes rebuilt or extensively repaired: L 287, L 295, L 295B, L 296, L 297A, L 340, L 363, L 364, L 378, L 381, L 383, L 383A.

Stations and other buildings painted: Smithboro passenger station, exterior; Tioga Center, milk station, interior; Newark Valley, passenger station, interior and exterior; Richford, passenger station roof; Richford, milk station, interior and exterior; Mills, passenger station roof; North Harford, passenger station roof; Dryden, passenger station roof; Freeville, freight station; Groton, milk station, interior and exterior; Locke, passenger station roof; Auburn, extension to roundhouse, toilet rooms in passenger station, freight station; Weedsport, passenger station, interior; Cato, milk station, interior; Ira, milk station, interior.

Stations and other buildings extensively repaired: Tioga Center, milk station; Richford, milk station; Dryden Lake, ice house; Groton, milk station; Auburn, M. of W. storehouse; Weedsport, milk station.

New stations and other buildings: Freeville, passenger station; Newark Valley, closets.

Bridges painted: 283, 284, 287, 287A, 288, 289, 289A, 289B, 290, 291B, 326, 326A, 326B, 326C, 327A, 336A, 337, 365D, 365E, 382.

New sidings aggregating 0.12 mile have been constructed at Auburn and Newark Valley; telephonic communication has been installed between Owego and Beers, Dryden and Barney, Auburn and Throop; a new coaling crane has been installed at Auburn, and the coaling tracks have been rearranged.

Elmira and Cortland: Span bridges replaced since last inspection: E 119, E 119C, and E 5C; timber trestle replaced by span bridge: E 5C; timber trestles rebuilt: E 14A and E 80; timber trestles replaced by culverts or filled: E 43A and E 116A; open culverts or cattle-passes replaced by pipes: Eo 54D, Eo 56C, and E 58A; filled: E 57 and E 61A; made solid floors: Eo 55B and Eo 101A; bridge masonry rebuilt or extensively repaired: E 51, E 102, E 104A, E 104B, E 119, and E 119C; open culverts and cattle-passes extensively repaired: E 6, E 80, Eo 88, and E 97.

Buildings painted: Elmira, passenger station; Erin, passenger station and roof: Swartwood, passenger station and roof; West Candor, passenger station and roof; Brookton, passenger station and roof; East Ithaca, passenger station, interior and exterior, and roof; Cortland Junction, passenger station and roof; East Homer, passenger station and roof; New Woodstock, passenger station and roof; Cazenovia, passenger station, interior and exterior, section house, freight house, pump house; Canastota, roundhouse front; Sylvan Beach, passenger station and roof; Camden, passenger station, interior and exterior.

Stations and other buildings extensively repaired: Elmira, Second Street freight house; passenger station; Elmira Heights, station; Park Station, passenger station; East Ithaca, passenger station; McLean, milk station; Cortland, storehouse; River, shelter; Truxton, passenger station, milk station, and tool house; Cazenovia, passenger station, platforms; South Bay, company house and ice house.

New stations and other buildings: DeRuyter, new closets; Truxton, new closets.

Bridges painted: 51, 90, 101, 104B, 122, 125A, 119, 119C, 5C, 10, 16D, 24B, 98, 94, 94A, and 61.

Sidings aggregating 0.39 mile have been constructed at Varna, Freeville, Cortland, Cazenovia, Blakeslee, and Canastota.

A new turntable has been installed at Cortland; new drop pits and shop under construction; new freight and passenger station under construction. Telephonic communication has been established between Spencer and Brock, Brookton and White Church, East Ithaca and Stevens, Canastota and Cottons.

Auburn and Ithaca branch: Timber trestles rebuilt: A 326 and A 348A; open culverts and cattle-passes made solid floors: A 312, A 321A, Ao 325I, A 327, Ao 328, A 333, and A 333J; replaced by pipes: Ao 309, Ao 309A, Ao 309B, Ao 309C, Ao 311G, Ao 312, Ao 309K, Ao 319L, Ao 323, CAo 342, CAo 344B; bridge masonry rebuilt or extensively repaired: Ao 325I, A 326, A 332; open culverts and cattle-passes extensively repaired: A 327.

Stations and other buildings painted: Lansing, shelter; Atwater, passenger station, interior; Aurora, passenger station, interior and exterior, and section house; McKinneys, passenger station, exterior; Cayuga, passenger station, exterior; Lake Ridge, closets.

Stations and other buildings extensively repaired: Aurora, passenger station, and concrete platforms constructed; Cayuga, passenger station.

New stations: Lansing, new shelter; McKinneys, new shelter.

Bridges painted: A 306B, A 313, A 331, and A 343.

Sidings and yard tracks have been constructed aggregating 0.97 miles at Ithaca, Portland Point, Ludlowville, Union Springs, and Levanna.

With reference to the recommendations contained in the inspection report for 1909, I have to report that considerable work has been done toward improving the cuts and embankments and ditches on the Elmira and Cortland branch, but that there is room for considerable more work; that a large amount of the old rail has been taken out of the Elmira and Cortland branch and replaced by heavier rail, but that there is still considerable left; that the condition of the track bolts had apparently been improved.

I have to recommend that the ballasting policy inaugurated on all branches be continued during the coming season; that the drainage on the Elmira and Cortland branch be given more attention; that the light bridges on the Lehigh and New York branch north of Auburn, and those on the Elmira and Cortland branch, be replaced by modern structures; that the minor repairs indicated in the body of the report be made; that the stations at Groton and Dryden be considerably improved.

Mileage:

Line or branch.	From.	To.	Main track (miles). 1st.	Siding.
L. & N. Y.	State line	No. Fair Haven	115.371	33.312
E. & C.	Elmira	Camden	139.142	34.103
A. & I.	Auburn Jct.	Ithaca Jct.	42.456	10.234
Cayuga branch	Cayuga Jct.	Cayuga	3.918	1.142

Rail:

Line or branch.	Weight.								
	90 lb.	80 lb.	76 lb.	70 lb.	67 lb.	66 lb.	60 lb.	58 lb.	56 lb.
L. & N. Y.	....	66.6	15.92	2.00	4.56	0.45	19.841	6.00	....
E. & C.	8.150	31.554	7.900	3.090	8.570	...	2.010	0.008	77.86
A. & I.	16.80	10.956	.....	....	....	...	1.000	13.700	....
Cayuga br.	....	.....	.....	....	....	...	.....	3.918	....

Rail renewals:

Line or branch.	Relayer rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
E. & C.	Beth.	80	1892	2.0	B.I. Co.	56	1884
E. & C.	Beth.	90	1901	7.4	B.I. Co.	56	1884
A. & I.	Beth.	90	1902	12.09	B.I. Co.	58	1884

Ties, standard dimensions:

Line or branch.	Percentage of ties in tracks.			
	Oak.	Y. P.	Chestnut.	Cedar.
L. & N. Y.	10	35	5	50
E. & C.	10	20	10	60
A. & I.	20	50	1	29
Cayuga branch	10	35	5	50

Line or branch.	Renewals (treated).	Renewals (untreated).			
	Y. P.	Cedar.	Y. P.	Oak.	Chestnut.
L. & N. Y.	740	1,572	22,540	2,800	3,378
E. & C.	2,947	1,500	16,507	16,403	9,860
A. & I.	593	2,175	9,260	3,572	200
Cayuga branch	.....	202	162	700	.....

Ballast:

Line or branch.	Ballast in track (miles single track).				
	Stone.	Cinder.	Gravel.	Sand.	Culm.
L. & N. Y.	.....	76.251	39.120	.....	.....
E. & C.	0.500	93.332	33.800	10.260	1.25
A. & I.	1.003	41.453	.....	.....	.....
Cayuga branch	.....	3.918	.....	.....	.....

Line or branch.	Ballast replacement.			
	Cinder.	Sand.	Gravel.	Culm.
L. & N. Y.	23.305	.....	.....	.....
E. & C.	22.05	1.35	2.90	1.25
A. & I.	.....	.....	.....	.....
Cayuga branch	2.00	.....	.....	.....

Alignment and grade:

Line or branch.	Maximum curvature.		Total △*
	Degree.	Location.	
L. & N. Y.	10°	Auburn at Depot	12° 42′
E. & C.	19° 30′	East of M. P. 106	87° 40′
A. & I.	17°	Ithaca	47° 30′
Cayuga branch	6°	Cayuga Jct.	73° 48′

* △ = Total curvature central angle.

Line or branch.	Maximum grade.			
	Per cent.	Length.	Direction.	Location.
L. & N. Y.	1.1	.75	Ascending east	M. P. 357 to 358.
E. & C.	2.5	4.00	Ascending west	Swartwood to Park.
A. & I.	1.4	1.10	Ascending west	M. P. 344 and 345.
Cayuga branch.	0.4	0.20	Ascending east	M. P. 344.

Block systems in use:

Line or branch.	Location.		Kind of system.
	From.	To.	
L. & N. Y.	Sayre	No. Fair Haven	Telegraphic.
E. & C.	Elmira	Camden	Telegraphic.
A. & I.	Ithaca	Auburn	Telegraphic.
Cayuga branch	Cayuga	Cayuga Jct.	Telegraphic.

Interlocking:

Line or branch.	Location.	Number levers in use.	Number spare.
L. & N. Y.	Sterling	20	2
E. & C.	Van Etten	32	8
E. & C.	Elmira	52	5
E. & C.	Cortland	32	1
E. & C.	Canastota	60	11
E. & C.	Canastota	32	0
E. & C.	Sylvan Jct.	40	5

Highway grade crossings:

Line or branch.	Number protected by.			Number unprotected.
	Gates.	Flagmen.	Bells.	
L. & N. Y.	11	10	3	116
E. & C.	2	6	2	172
A. & I.	.....	.....	1	30
Cayuga branch	.....	.....	.....	1

Overhead crossings clearance less than 21 feet:

Line or branch.	Location.	Bridge No.	Kind of structure.	Minimum clearance.
L. & N. Y.	D., L. & W. north of Sayre	L273B	Through plate girder.	19′ 11″
L. & N. Y.	Erie, north of Sayre	L275	Through plate girder.	18′ 0″
L. & N. Y.	Auburn, Case ave.	L357	Timber bents	17′ 10″
L. & N. Y.	East of Sterling, highway	L384	Timber bents	19′ 5″
L. & N. Y.	No. Fair Haven, trestle	L388	Timber bents	18′ 4″
E. & C.	1.6 mi. W. of Blakeslee	E112	Wood stringers	17′ 8″
E. & C.	1.1 mi. E. of McConnellsville	E133	Wood truss	18′ 11″
A. & I.	0.3 mi. W. of Aurora	.....	Wood trestle	18′ 4″

Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
L. & N. Y.	5	4	4	2
E. & C.	9	2	2	.....
A. & I.	1	.....	.....	1

Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
L. & N. Y.	1	16	39	2	4	25
E. & C.	3	2	19	23	19	51
A. & I.	.....	1	9	3	3	4
Cayuga	.....	.....	.....	.....	....	1

Line or branch.	Culverts and cattle-passes.							
	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
L. & N. Y.	1	...	40	3	70	17	106	196
E. & C.	3	20	11	2	43	46	75	203
A. & I.	17	2	43	2	2	1	141	99
Cayuga	.....	1	4	3	1	...	6	6

Sections and section gangs:

Line or branch.	Total No. of sections.	Average length main track.	Total No. of men.		Average No. men per section.	
			Summer.	Winter.	Summer.	Winter.
L. & N. Y.	18	6.4	121	54	7	3
E. & C.	21	6.6	180	63	8	3
A. & I.	6	7.7	65	18	10	3

Respectfully,
C. R. VANNEMAN,
Steam Railroad Inspector.

LITTLE FALLS AND DOLGEVILLE RAILROAD.

Inspected September 2, 1910. Last previous inspection August 13–17, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Little Falls and Dolgeville railroad and respectfully submit the following report:

The line is single track, and extends from Little Falls, where it connects with the New York Central and Hudson River railroad, to Salisbury Mines: a distance of 13.97 miles, and has about 2 miles of sidings and yard tracks. It is located in Herkimer county.

The maximum curve is 8 degrees, located between Dolgeville and Salisbury Center; the maximum grade in main track is 110 ft. to the mile, near Loucks cut. There are 51 curves, with an aggregate length of 5.29 miles; aggregate length of straight line, 8.68 miles; and level line, 3.68 miles. Going from Little Falls to Salisbury Mines the total ascent is 814.2 ft., with an aggregate length of 9.84 miles and a total descent of 124 ft.

The cuts and embankments are of sufficient cross-section, but in a number of cuts the ditches are not deep enough to keep the water below the ballast. Drainage, both surface and underground, should be resorted to more freely.

The steel and iron bridge structures are in fair condition.

The timber trestles are in fair condition, and considerable repairs have been made on these structures since last previous report.

Open culverts, arch, box, pipe culverts, and cattle-passes are in fair condition, and the culverts free of obstructions to the flow of water.

The ties are not in as good condition as at the time of the last previous inspection, but it was understood that a much larger number than put in last season would be put in the main track this season. A renewal of at least 20 per cent per annum should be made for the next three or four years. About 1800 ties were put in the tracks during the past year. The ties in the main track are cedar and yellow pine, about one-half each.

Of main line track, 10.08 miles are laid with 60-lb. steel and 3.89 miles with 65-lb. steel: all open hearth. The joints are 24-in. 4-bolt angles. The rail is in fair condition, but a considerable amount of it is bent out of line and surface, due to poor support.

The switches and frogs are generally in fair condition.

The ballast at many points is not of full cross-section and is deteriorating in a number of the cuts from the effects of insufficient drainage.

The line and surface of track are not good, due to insufficient drainage and to some extent to the condition of the ties.

The average length of sections is about 7 miles of single track, each manned by a foreman and 6 men. Flags and torpedoes are used in the protection of trains in maintenance of way operations. Trackwalking is done by a member of each section gang. The watchmen employed at bridges, cuts, etc., remain on duty until the last train passes at night.

No block system is in use. Trains are moved under the time limit system and by train orders.

The right of way is in fair condition. Some fencing is needed between Dolgeville and Salisbury Mines.

The highway crossings are in fair condition. None of them is unprotected.

The stations are in fair condition.

Two miles of main track have been re-ballasted with stone; 7 timber trestles repaired; 13 cattle-passes rebuilt.

Recommendations: That at least 20 per cent of tie renewals per annum be made during the next three or four years; that the drainage, both surface and underground, be improved and extended; that more ballasting be done.

W. L. DERR,
Inspector of Steam Railroads.

LONG ISLAND RAILROAD.

Inspected April 4, 5, and 6, 1910. Last previous inspection April 26, 27, 28, 29, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the various lines and branches of the Long Island railroad within the Second District and respectfully report as follows:

The physical characteristics of the various lines composing this railroad are given in the appended table. The Jamaica and South Shore branch is not now connected, and is not operated. The Central Extension branch, east of Hempstead Crossing, is used only slightly for intermittent freight movements, chiefly single car deliveries; about 1½ miles of the eastern end are used only on rare occasions. The Bethpage branch is operated solely for occasional freight deliveries.

The geological formation of Long Island is that known as glacial drift, the island being considered a terminal moraine; hence, since this glacial drift is composed chiefly of sand, gravel, and boulders, a natural drainage is afforded. The cuts and embankments are in and of this sand and gravel, and are generally very light, the profile of the various lines following closely the topography of the country. The slopes are generally good. In some parts of the eastern end of the island they are somewhat ragged, an appearance which is greatly intensified by the scrubby growth which the land supports. Ditches, where they exist, are well maintained; in one or two instances at summits they have been neglected; and since at these points a little clay is mixed with the sand and gravel, the track has become rough. Ditching will remedy this defect promptly. This is most noticeable on the Wading River branch.

The embankments on the Montauk division at the approaches to the bridge over the Peconic canal are composed of fine sand. The tidal flow through this canal at times reaches a high rate, and an eddy has been formed which is cutting into the foot of these embankments. A mat of riprap should be placed at once to prevent further encroachment. It might be feasible to so place this riprap that it would tend to direct the flow more in its proper channel, rather than to simply riprap the embankments as they now stand. The continuation of the eddy might develop undercurrents which would eventually undermine the riprap.

The metal bridges are generally of a sufficient and modern type; in a few instances repairs seemed necessary, and I was informed that these were contemplated during the present season. The masonry seems well maintained; and where renewals have been necessary, concrete has been used.

Bridge O 302 on the Oyster Bay branch consists of 2 deck plate girder spans 36 ft. 8 in. in length, and 1 through plate girder span 61 ft. 7 in. in length. The southwest bridge seat of the through span is cracked through in 5 places; these cracks radiate from the bed plate of the bearing. The pier carrying this span is on a skew of 40 degrees 37 minutes. The track is on a 6-degree curve and there are 7 in. of superelevation. The dimensions of the bridge seat are 4 ft. x 4 ft. 6 in. x 12 in. It seems to me that the thrust on this stone is too great for the thickness, and that a thicker one should be used. Two of the cracks are opened for 1/16 in., thereby permitting water to enter and subjecting the stone to the effects of climatic changes. The anchor bolts on this pier and on the eastern abutment are considerably bent out of the vertical, and show the effect of considerable lateral pressure due to the curvature of the alignment. Similarly on one of the deck spans I noted 1 bolt broken off. This lateral action did not appear as intense on the short spans as it did on the longer one, nor did the western end show as much as the eastern. The curvature is to the left as one goes to the east.

Several bridges were in need of paint; this will be taken care of during the coming season. The viaduct P 466 on the Wading River branch has settled slightly at one or two of the piers, making the surface rough; this will be corrected at once. Some of the masonry is in need of pointing on other bridges. On the whole however the steel and masonry of the bridges are in excellent condition, a highly commendable fact when the climatic conditions existing on Long Island are considered.

The ties of several of the bridges appeared worn out; these will be replaced during the coming season.

There are no wooden truss bridges in the track on the system. Two drawbridges on the Long Beach branch are of wood; these are in excellent condition. The drawspans are properly interlocked with signals governing movements in both directions.

The overhead highway bridges of wood are in good repair, with the exception of one or two which need minor replacements. The caps and planking on O. H. bridge 612 are soft and should be renewed. Bridge G 213, an overhead king-post truss, is in need of renewal. Bridge G 839, a private overhead crossing, has a few bad timbers in it which should be replaced.

There are 2 timber trestles remaining in the main line, 4 in the Montauk division, and 7 in the Long Beach branch. All of these are in first-class condition, 1 on the main line being entirely new. This one replaced an old trestle which was burned last year. Two or three bulkheads of the Long Beach branch have rotted and should be renewed. Inside and outside guard-rails are maintained on all trestles.

It is the policy of the management to eliminate these trestles as fast as practicable. Most of those now remaining, with the exception of those on the Long Beach branch, are situated on portions of the system which are not subject to heavy or dense traffic. For physical reasons it is difficult to eliminate those on the Long Beach branch at this time at least, but subsequently portions may be filled. Present conditions do not warrant the great expenditures necessary to accomplish their complete elimination.

There are a great many open culverts and cattle-passes in the track. Generally they are of modern construction and well

maintained. There are a few cattle-passes on the Montauk division built entirely of wood, which should be filled or reconstructed in modern form. These are properly maintained, with the exception of the retaining walls which in two instances were considerably rotten.

Arch, box, and pipe culverts are all apparently in good condition and clean.

The standard cross-tie is 6 x 9 in. x 8 ft. 6 in. Heretofore ties of 7 ft. 9 in. and 8 ft. have been used, and this fact accounts for the rather ragged appearance of the track. The management intends to hold to the present size, thereby eliminating this condition in time. The ties are laid 2816 to the mile and there are approximately 50 per cent oak, 40 per cent pine, and 10 per cent chestnut. Generally the ties are exceedingly well spaced. In some instances joint ties had not been straightened after spacing subsequent to rail renewal; this condition is not good and should be remedied. Lack of uniformity in the supporting of both rails is liable to cause an uneven surface which, aside from producing rough riding qualities, is detrimental to the life of the rail. Tie renewals for the season were well under way. I was pleased to note the excellent quality of the ties distributed for this year's renewals; they were chiefly oak: sound, straight, and of large face.

The rail situation is in good shape; generally renewals have been made when required, thereby keeping the line and surface in excellent shape. The rail on the Sag Harbor branch is light and badly battered at the joints. The equipment now used on this branch is light, and the present rail is sufficient as to strength. In order to improve the riding qualities however it should be speedily renewed. Rail for renewal is on the ground, and I was informed that it would be undertaken this fall. Considerable rough track due to permanent low joints was noticed on the Wading River branch east of Kings Park and east of Stony Brook; similarly on the main line east of Central Islip. This condition can be remedied only by renewal. The light rail on the Long Beach branch mentioned in the report of the last inspection has been entirely renewed with 100-lb. rail. This branch is now being electrified and will be so operated during the coming summer season.

All connections were apparently tight, only an occasional bolt being noted as loose. The joints were full bolted, and the rail full spiked to the ties. Tie-plates are used on many of the curves and considerable of the tangents.

The switches used are of the standard split point type, being connected in all cases to switch stands equipped with proper targets. The stands are of both the high and low type, the particular location governing the use. Derails, usually of the Hayes type, are used in all cases where necessary to secure the safety of the main track. Targets are usually used upon derails, especially those of the switch point type, which are not directly connected with the main track switch.

The general practice is the use of gravel for ballast, which is well oiled during the summer season. Cinder has been used to a considerable extent. The ballasting of the system is on the whole good.

The line and surface of the system are excellent. Only a few instances of poor alignment and surface were especially noted; the majority of it was the result of frost action which had but recently left the ground. All of these places will be promptly picked up. Some of the train movements during the inspection were made at high speed, which gave an excellent opportunity to observe the riding qualities. Proper care and attention are given to the curves, of which there are comparatively few, especially on the central and eastern portions of the island. The branches along the north shore are considerably crooked, but they are maintained in excellent shape.

The track sections vary from 5 to 6 miles in length, the majority being 6 miles. The section forces are composed of a foreman and 4 men in the winter and a foreman and 8 men in the summer. One of the members of the track gang patrols each subdivision daily. The necessary protection equipment is provided.

At Mineola, there is a grade crossing of the connection between the Oyster Bay branch and the Hempstead branch: properly protected by interlocking; at Hempstead Crossing, grade crossing of 1 track of the Central Extension branch and 1 track of the Hempstead branch: properly protected by interlocking; at Freeport, grade crossing of 1 track of the New York and Long Island Traction Company and 2 tracks of the Montauk division. Derails are placed in the trolley track and connected with the crossing gates. The trolley wire is protected by copper trough; 1900 ft. east of Garden City, grade crossing of 1 track of the New York and Long Island Traction Company and 1 track of the Central Extension branch. Derails in the trolley track and wire protection properly arranged; on Central Extension branch, Main street crossing of the Amityville and Huntington railway and the Central Extension branch. This portion of the branch is used only occasionally. Wooden gates are placed across the railroad track and kept locked; 3480 ft. each of Hempstead crossing, grade crossing of 1 track of the New York and Long Island Traction Company and the New York Bay Extension. Derails are maintained in the trolley track; these are operated by levers fastened to a pole adjacent to the railroad track. At the time of the inspection these derails were not tightly set for the derail. The trolley wire protection is insufficient, the trough being too short.

The following interlocking plants are now in operation on this railroad: At Floral Park, 32 levers, 24 in use; at Mineola, 52 levers, 45 in use; at Hicksville, 48 levers, 43 in use; at Valley Stream, 48 levers, 46 in use; at Lynbrook, 16 levers, 11 in use; at Hempstead Crossing, 36 levers, 30 in use. Each of these plants is modern and maintained in excellent condition. The one at Hicksville has just been put in operation. This leaves nothing to be desired in the interlocking line under the present operating conditions.

The right of way has been well maintained and appears clean and free from objectionable features. At a few places growths of weeds and brush were noticed, which could be eliminated. There is a little fencing in place: but since the number of cattle grazing on the island is small, the necessity is obviously small. Where fences are needed to protect the right of way, they are properly maintained. Considerable new fence is being built each year.

Crossing-signs of the standard form are in place. Some were blown down, and some needed painting; these will be put in proper condition at once.

Trains are operated under the automatic block and train order systems. The automatic block signals are in operation as follows: Main line: city line to Mineola; Montauk division: city line to Oakdale; Oyster Bay branch: Mineola to Roslyn, and Locust Valley to Oyster Bay; Central Extension and Hempstead branches: Floral Park to Hempstead. The automatic signals are of the two position lower quadrant, normal clear type. Night signal indications are: green, clear; yellow, caution; red, stop. At several other points they have been installed to protect moverments over parts of the road where the view is obscured for some distance.

Station buildings have been generally well maintained; the majority of them are neat and clean, but one or two showed particular lack of care. There are a large number of modern buildings well adapted to the needs of the localities in which they are situated. Some have become antiquated and should be replaced with modern structures. It is the policy of the management to build certain new stations each year, taking care of those which seem to need attention most, in turn. It is the intention to renew several this year. The painting of stations seems to be well looked after, but some of the other buildings, notably the water tubs and their supports, are badly in need of attention. One or two of the signal towers were likewise in need of paint. While the painting of those structures is not particularly essential to the efficiency of the railroad and in the case of the water tubs to their proper maintenance, it nevertheless adds very materially to the æsthetic condition of the surroundings and proves a valuable asset in time.

All of the stations constructed during the past year are modern and well built; the sanitary arrangements are first class in every particular. All of the buildings seem to be adapted to the particular needs of the locality, and all are architecturally commendable. No uniform practice is followed in the architecture. it being the apparent intention to break up the monotony of uniformity.

Since the last inspection the Oyster Bay branch has been double-tracked from Roslyn to Glen Cove, a distance of 4.43 miles; that portion of the North Side division between Murray Hill and Great Neck, a distance of 6 miles, is in process of double tracking and will be completed this fall; the double track on the main line was extended .84 mile to complete the interlocking system at Hicksville. New station buildings were constructed at Locust Valley, Floral Park, Hicksville, Long Beach, and Sag Harbor; those at Holtsville and Riverhead are now under construction and will be completed during the early summer. The interlocking plant at Hicksville, reported last year, has been put in service. An undergrade crossing of a highway and 1 trolley track was completed at Huntington; this improvement was carried on in connection with the construction of the new station reported last year. A large amount of the eastern end of the trestle at Long Beach, on the Long Beach branch, has been filled; this work was done in connection with the land development now in progress at that place. A number of minor improvements such as small culverts, castiron pipe installations, etc., have been carried out.

During the coming season a change of line of the eastern end of the Wading River branch near Cold Spring is contemplated. This is to be done in connection with the improvements to be made at Jamaica, in the First District. The material necessary for the embankment at this point is to be procured from the cuts to be made in this change of line. In order to facilitate the movements of the construction trains which will transport this

material, it is probable that the branch will be double tracked from Hicksville to Huntington: a distance of 9.8 miles. This change of alignment at Cold Spring will be exceedingly beneficial: it will reduce the degree of curvature from a maximum of 5 degrees 30 minutes to a maximum of 1 degree; it will reduce the angular curvature from 312 degrees 36 minutes to 44 degrees 19 minutes 30 seconds; it will reduce the grades from a maximum of 1.5 per cent westbound and 1.5 per cent eastbound to a maximum of 0.75 per cent westbound and 0.44 per cent eastbound. A saving of 36.5 ft. in elevation is obtained. The old line contains 6 grade crossings and 3 undergrade; the proposed line will have 4 undergrade, 5 overhead, and no grade crossings. This improvement will very greatly enhance the operation of this branch. Bridge O 332, a deck plate girder undergrade highway crossing on the Oyster Bay branch, is to be reconstructed; the roadway, which is now 14 ft. wide, is to be made the full width of the road. Several smaller bridges, culverts, and cattle-passes are to be replaced with modern concrete structures.

The management of this railroad is endeavoring to the utmost to build up a first-class railroad in every respect. All maintenance features are keenly observed by the officers in charge of this department, and improvements are everywhere in evidence. Nearly everything which appeared to need attention has been provided for or will be taken care of before the winter season arrives. The early spring, and the quick advantage taken thereof by the maintenance department, permit the prompt disposal of the tie renewal question, leaving the remainder of the season to the upbuilding of the track and the execution of extensions and improvements. In view of these facts, the majority of the recommendations which I make are in line with the program to be pursued by the management.

Recommendations: That the stations at Greenlawn, Port Jefferson, Deer Park, and Yaphank be painted; that the general condition in and about the station building at Wainscott be improved; that the open culverts and cattle-passes on the eastern end of the Montauk division, with wooden retaining walls, be eliminated if practicable, or replaced by more substantial structures; that the rail on the Sag Harbor branch be renewed by heavier rail not later than the coming fall; that the masonry of bridge S 913 be considerably strengthened; that the bulkheads on the Long Beach branch be renewed; that the southwest bridge seat on the pier supporting the through span of bridge O 302 be either renewed or considerably strengthened by being banded; that the lateral stresses in this span be investigated to determine the sufficiency of the present lateral system of bracing under present maximum possible loading; that the overhead bridges in which a few rotten timbers were found be promptly repaired; that all bridges on which paint was found dim or badly scaled be painted; that the road crossing signs on which paint is dim be put in proper condition; that the rail on the Wading River branch in which the joints have taken a permanent set be replaced by good relayer or new rail; that the fences not now in good condition be repaired, and where necessary, new ones be constructed.

In connection with the recommendations made last year, I note that nothing has been done with the stations at Hempstead, Central Islip, or Hewlett. The station at Hempstead is to be remodeled at once. The building at Hewlett does not appear to be sufficient for the amount of traffic which it handles. The one at Central Islip seems particularly deficient. In view of the State Hospital being served by this station, a large amount of traffic is naturally handled. I understand that the residents and the hospital authorities have requested a new building. It is my opinion that their request is entirely just, and that the situation demands prompt attention. Several stations have been painted, and considerable fence has been built and repaired.

C. R. VANNEMAN,
Steam Railroad Inspector.

LOWVILLE AND BEAVER RIVER RAILROAD.

Inspected May 26, 1910. Last previous inspection September 28, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Lowville and Beaver River railroad and respectfully submit the following report:

The Lowville and Beaver River railroad is a single track line, extending from a connection with the St. Lawrence division of the New York Central and Hudson River railroad at Lowville to its eastern terminus at Croghan. The line does a general freight business, transporting coal and materials to Croghan and farm produce and paper mill products to Lowville. The length of the line is 10.44 miles, and there are approximately 1.2 miles of sidings and yard tracks.

There were no especial difficulties encountered in the construction of this line, it following generally the valley east of the Black River valley, the only difficulties met being the construction of a trestle across the flat adjacent to the Black river, and a bridge over this river. The embankments are low, and there are very few cuts on the entire line. During the past year a considerable amount of material has been placed along the track for practically its entire length, with which to widen the shoulders of the embankments; this embankment will very materially aid the maintenance of the line and surface and is extremely commendable.

The line and surface are in good condition, with the exception of one curve near Lowville in which there was a sharp portion which has been apparently accumulating for some time; it makes a compound curve of what apparently was originally a simple curve. It would probably be difficult to eliminate this without cutting the rails, in view of the fact that it is only 2.3 per cent grade and the rails have probably run to such an extent as to make the track pretty tight; however it might pay to do this, in order to make the curve uniform. It is not essential to the operation.

The ditching, where it exists, is generally good, although there is a portion about midway between Beaver Falls and New Bremen which is swampy and which could be drained with some little ditching; aside from this the drainage is very good over the entire line.

The bridges are modern in every respect. The company is now constructing a new viaduct across the flat adjacent to Black river where a trestle 1200 ft. long formerly existed. This has been entirely filled, with the exception of 354 ft. in which 12 spans of deck plate girder bridge on concrete masonry will be constructed during the present summer. The piles for supporting the masonry were driven at the time of the inspection, and concreting had been commenced. The bridges as a whole are in good condition, with the exception of one over Black creek just west of Croghan: this bridge apparently has not been painted since its installation, and in order that the metal may be properly preserved it should be given a coat of good structural paint.

I noted that the outside timber guard-rails on these bridges were at least about 25 inches from the gauge. This is not the best standard construction, in view of the fact that it permits a derailed train to move laterally a considerable distance before being arrested in that motion; a much better construction is to make this distance equal to 10 inches. This is particularly true of through bridges, in which it is essential that derailed cars or locomotives be kept away from the members composing the trusses. This is a feature which can not be overlooked.

All of the other openings are in good condition, being mainly of concrete construction with timber stringers. A great many of the bridge seats were dirty, but this was due primarily to the distribution of the ballasting material previously mentioned; this should be cleaned away however in order that the timber shall be kept in as good condition as possible. A great many pipes, both castiron and terra cotta, are used for drainage purposes, and all were in excellent condition.

Station buildings are maintained at all of the stops: viz., Lowville, New Bremen, Beaver Falls, and Croghan. They are all in good condition and well adapted to the needs of the situation.

The rail in the track is 60-, 65-, 67-, and 70-lb. steel. 1500 ft. of 70-lb. rail was laid last year, renewing old, worn out rail on a curve. This is the only new rail in the whole line, the remainder being re-layer rail. This re-layer rail is considerably bent, and the joints of a great deal of it have a permanent set which interferes considerably with the riding qualities of the line; it is however perfectly safe for the light traffic which is transported. The fastenings are in good condition and secure. The switches are of the split type with automatic stands and proper targets. Rigid frogs are used generally, there being a few of the spring type. All of the track appliances are in very good condition.

The ballast consists entirely of gravel, a great deal of which has been renewed during the past season.

The cross-ties are mainly cedar and are in very good condition, renewals having been regularly and judiciously made.

The property is fenced throughout, with the exception of a portion near Lowville where fences are unnecessary. Highway crossings are maintained in good shape, with the proper warning signs. One section gang is maintained for the entire line.

No system of signals is operated, in view of the fact that there is rarely more than one train upon the division at a time. Telephonic communication is maintained between all the stations and the headquarters at Lowville. At Beaver Falls there are 2 paper mills which are served by a siding 1500 ft. long on a 3.5 per cent grade descending from the main line. This siding is particularly dangerous, in view of the fact that it terminates in a track across the Beaver river on a deck plate girder bridge and a trestle about 200 ft. long carrying 2 tracks. It is my opinion that some means of safe-guarding operation on this siding should be adopted speedily.

Recommendation: Physically, I find the railroad in first-class condition; I would recommend however that some steps be taken to safeguard the operation of the paper mill siding at Beaver Falls.

C. R. VANNEMAN,
Steam Railroad Inspector.

MARCELLUS AND OTISCO LAKE RAILWAY.

Inspected May 16, 1910. Last previous inspection November 23 and 24, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Marcellus and Otisco railway and respectfully submit the following report:

This railway is a single track line, extending from its junction with the Auburn branch of the New York Central and Hudson River railroad at Martisco, to the foot of Otisco lake. It was originally constructed with the intention of operating it electrically; this was subsequently changed, and steam locomotives of short wheel base are used. This accounts for the numerous sharp curves, one as high as 46 degrees, and the many irregularities in the grades. The grades however are not heavy, the maximum being 132½ ft. to the mile, near Marcellus.

The chief business of the road is the transportation of farm products from the southern end, and woolen and paper mill products from between Marcellus and Martisco. During the summer season a fair passenger business is done in connection with the lake, upon which the company operates a boat.

In operating, a very slow schedule is maintained, particularly between Marcellus and Martisco, where the grades are heaviest. This is absolutely essential; and extreme care must be used, both in the operation and maintenance, to insure continuing on the rails.

Between Martisco and Marcellus the road is built along the bank of the Otisco lake outlet, necessitating sidehill construction. Apparently very little attention was originally paid to the cuts. The glacial formation, of which the soil in this vicinity consists, naturally carries with it a large amount of boulders of varying size; no attempt was made to remove these at the time of the construction of the road. On the recommendation of your inspector a large amount of work has been done on these cuts: boulders have been practically entirely removed; the banks have been sloped back; and ditches which formerly did not exist have been opened. This work is a vast improvement, but should be prosecuted continuously in order that it may not again relapse into the former state. The existing embankments are small and are in good condition.

There are 3 iron bridges: 2 through plate girders of 45 ft. span, and 1 composed of 2 I-beams under each rail, of a span of 24½ ft. These bridges are in good condition, the decks in each instance being good. The girders of both the through bridges should be painted, to preserve the metal from the effect of rust. Inside guard-rails on these bridges as well as all the others are supplied, but are not connected by angle-bars; this should be done. Just south of Marcellus the line is crossed overhead by 1 track of the electric line of the Auburn and Syracuse Electric railroad. The crossing is made on a steel viaduct and is first class in every respect. The clearance is over 21 ft.

Seven timber trestles remain in the track. With the exception of trestle No. 5, newly constructed since the last inspection, all of the trestles are in need of important repairs: on nearly all of them a portion of the ties are bad, and on several the stringers are poor. I was informed that material had been ordered with which to patch various of the trestles, and that this work would be done in a short time. The company is filling a number of the spans, thereby reducing the length of the trestles. In one case, No. 10, 150 ft., or all but 3 bents, have been filled. This is a very commendable improvement, in view of the poor condition of the entire structure. The balance of this trestle is to be extensively repaired. Trestle No. 11, referred to in the last report as having 1 concrete abutment, with intention to build another shortly, is in the same condition. This trestle is in very poor condition, and work on it should be hurried as much as possible. As stated before, several portions of all the trestles except the one noted are in bad condition, and steps should be taken to make them absolutely safe this season.

Open culverts and cattle-passes are properly constructed, with the exception of 2 on which guard timbers were lacking. The bridge timber is fair and the masonry excellent. Outside guard-rails properly constructed should be placed on those where they now are lacking.

Bridge No. 1 is a concrete arch recently constructed to take the place of an old timber trestle; it is in good condition. The small drains, stone and pipe culverts are clean and in good condition.

The ties as a rule are good. The company contemplates a 10 per cent renewal this year; this will improve the situation considerably. The ties are well spaced and full spiked. The tie face is not uniform, owing to the lack of a standard. The ties now being put in are yellow pine and run perfectly uniform, averaging about a 7-in. face.

The rail is in excellent condition; it was new when laid down, and the wear on it has been inappreciable. The splices are 4-bolt 24 in. and 36 in., all being full bolted and bolts as a rule being tight.

The switches are of the split point type, connected to rigid stands. The stands are provided with targets which in a good many places are dingy. No lamps are used, on account of night trains not being operated. The frogs are of the spring and solid type and are in good condition.

There is not a great deal of ballast in the track. The company operates a gravel pit, and some light ballasting has been done. It should be continued extensively, both to improve the surface and line and to prevent excessive growth of weeds.

The alignment is fair in places and good at other points. That portion north of Marcellus should receive more attention in view of the heavy curvature and also since the heaviest of the freight is transported over it. The surface of the entire line is fair. Some improvement has been made however over previous conditions by picking up the track, particularly at the north end. This should be continued throughout.

The line is maintained by a foreman and a gang of from 10 to 15 men. This gang does all the work of construction and repair.

The right of way is properly fenced for nearly the entire distance. That portion opposite grazing lands is well maintained. A considerable quantity of weeds was noted; early cutting should be undertaken to keep back the growth.

The highway crossings are well maintained, and all are provided with warning signs of the standard form. The paint on some of these is getting dim and should be touched up.

Two regular stations are maintained, one at Marcellus and one at Rose Hill. At Otisco Lake there is a small frame station which is kept open during the summer season. The two regular stations are frame combination buildings and are in first-class condition: they are neat and clean and in every way adapted to the needs of the situation. The office of the superintendent is also located in the Marcellus station building.

Since it is rare that there is more than one train on the line at a time, no signal system is employed. Telephone communication is maintained between stations, and whenever it is necessary to issue orders they are transmitted over the telephone.

Considerable work has been done since the last inspection: the fill over the concrete arch culvert at bridge No. 1 has been completed, and the trestle entirely eliminated; the cuts between Marcellus and Martisco have been sloped back, and the ditches cleaned; trestle No. 5 has been entirely rebuilt and is now in first-class condition; trestle No. 10 is now being filled, and portions of others have been filled with material excavated from the cuts and ditches. Practically all of the boulders which were along the right of way have been cleared away, making the general appearance considerably neater.

Recommendations: It is the apparent intention of the management to put the road in first-class condition as soon as possible. The trestles require the greatest amount of attention just now, as some of them are in very bad condition. The present policy is to shorten all of those where it is possible by filling, and to replace the worst timbers as fast as possible. This procedure is probably the cheapest method of maintenance; but annual maintenance charges will still remain, and ultimately it will be necessary to make practically another complete renewal. Most of these trestles could be satisfactorily eliminated by the construction of permanent arch structures of concrete, or by plate girders or rolled beams on concrete masonry, at a comparatively small first cost. These annual maintenance and periodical renewal expenditures when properly capitalized would undoubtedly more than pay for the cost of permanent modern structures. The present traffic situation appears encouraging; and since the operation of the road seems to be developing a large cabbage and similar farm products business, it appears to me that the construction of permanent structures in place of temporary maintenance would be fully warranted.

Hence I recommend that trestles Nos. 2, 7, 8, 9, and the remaining portion of No. 10 be promptly rebuilt, preferably with modern permanent structures; that the north abutment at trestle No. 11 be built, and the contemplated girders installed during this season; that until such extensive repairs or replacements are made, the speed of trains over these trestles be limited to a rate of 5 miles per hour; that the whole line be extensively surfaced; that improvements in the alignment be made as fast as possible, to the end that the sharpest curves may be flattened as much as is consistent with the existing physical conditions; that the inside guard-rails be connected by angle-bars; that outside guard-rails be provided where they are now lacking.

The recommendations made last year seem to have been carried out, with the exception that the inside guard-rails have not been

connected; that nothing has been done to trestle No. 2; that only a very little has been done to the timber of trestles Nos. 6, 7, 8, 10, and 11; that the guard timbers have not been put on the open culverts and cattle-passes.

C. R. VANNEMAN,
Steam Railroad Inspector.

MASSENA TERMINAL RAILROAD.

Inspected December 28, 1910. Last previous inspection October 6, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Massena Terminal railroad by walking over it December 28, 1910, and respectfully submit the following report:

The Massena Terminal railroad is a freight line, operated by the New York Central and Hudson River railroad, Rome, Watertown and Ogdensburg division, and the Grand Trunk railway, and is 1.56 miles long, with 0.75 mile of sidings and yard tracks. It is located in St. Lawrence county.

The maximum grade is about 100 ft. to the mile; maximum curve, 8 degrees.

The cuts, embankments, and ditches are in good condition, and slopes free of slips.

There are 2 deck Warren truss bridges of 500–600 ft. length, in fair condition and strong enough for light engines. If heavy power is run over them they should be strengthened.

There are no wooden bridges.

The open culverts and cattle-passes are in fair condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The cross-ties are 6 x 6 in. x 8 ft. long, laid about 2816 to the mile, and in fair condition.

The rail is 60-lb. and 70-lb. Bessemer steel, fastened by fish-plates and angle-splices. It is in fair condition.

The main track switches are split point, operated by switch stands with target signals and lights. Rigid frogs are used. There are no derails, and none appear to be needed.

The track is ballasted with gravel and cinders, in fair condition.

The alignment is fair, and somewhat better than the surface.

The line is comprised in 1 track section, maintained by a foreman and 2 or more men as required.

There are no grade crossings of railroads.

The right of way is in good condition.

The highway crossings are well graded and planked; they are unprotected.

There is no block system. There being only yard movements over the line, block signaling appears to be unnecessary.

Repairs have been made to bridge floors.

The ratio of cost of labor to total cost of labor and materials is about 64.74 per cent.

Recommendation: That the guard timbers of first long bridge east of Massena be continued the entire length of the bridge, at present but about two-thirds of the length of the bridge being guard timbered.

W. L. DERR,
Inspector of Steam Railroads.

MIDDLEBURGH AND SCHOHARIE RAILROAD.

Inspected June 22, 1910. Last previous inspection June 16, 1910.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Middleburgh and Schoharie railroad June 22, 1910, and respectfully submit the following report:

This line, single track, extends from Middleburgh to Schoharie and lies wholly in Schoharie county. In connection with the Schoharie Valley railroad with which it connects at Schoharie, it forms a line between Schoharie Junction, on the Delaware and Hudson Company's railroad, to Middleburgh. Length of line 5.33 miles, sidings 1 mile.

The cuts and embankments are of cross-section. Some ditching is needed, and underdrainage in some places would improve the drainage situation.

The steel and iron bridges are in fair condition.

There are no wooden bridges or timber trestles.

The open culverts and cattle-passes, where their span exceeds 6 feet, should be provided with an additional stringer under each rail. Otherwise their condition is good.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

Cross-ties are of mixed sizes; generally oak, and considerable renewals needed. About 11.5 per cent have been renewed since last previous report.

Weight of rail, 50, 56, and 60 lbs. Bessemer steel; spliced with 24-in. 4-bolt angles. Some rail renewals are needed.

Stub switches, rigid switch stands, and rail frogs are used. There are no derailing switches, and none appears to be needed. The company has issued to its conductors and engineers of trains an order not to exceed a speed of 12 miles per hour over the switches.

The ballast consists of stone, gravel, engine cinders, and earth. Considerable renewal of ballast is needed.

The alignment and surface of track are poor. This condition is somewhat due to insufficient work on their details, but more generally to the heavy growth of weeds and grass in the track between rails. This growth heaves the track in about the same manner as frost.

There is 1 section, manned by a foreman and 3 men. Flags are used to protect trains, maintenance of way operations.

There are no grade crossings of railroads.

There is no interlocking, and none is needed.

Weeds and undergrowth need cutting.

The highway crossing is in fair condition as to grading of approaches, planking, etc. There are no whistling posts.

No block system is operated; there is generally but one train at a time on the road.

The stations are in fair condition. The one at Middleburgh is in good condition and well kept as regards housekeeping.

The masonry of 1 bridge has been extensively repaired; 2 open culverts and 1 cattle-pass have been extensively repaired, 1 cattle-pass rebuilt, and 1 mile of fence rebuilt.

The condition of the track is poor, due to the fact that little is being expended upon it either for labor or material.

Recommendations: That the track generally be put in better condition, especially as to line, surfacing, ties, and gauge; that the weeds and undergrowth on the right of way be cut; that some renewals of ballast be made; that openings in the main track of over 6 ft. span be reinforced by an additional stringer under each rail.

Respectfully submitted,
W. L. DERR,
Inspector Steam Railroads.

MIDDLETOWN, UNIONVILLE AND WATER GAP RAILROAD.

Inspected October 4, 1910. Last previous inspection August 25, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Middletown, Unionville and Water Gap railroad and report as follows:

This single track railroad extends from a connection with the New York, Ontario and Western railway, and the Erie railroad in Middletown, to the New Jersey-New York state line, almost directly south thereof. It is operated by the New York, Susquehanna and Western railroad.

The construction of this railroad entailed no particular engineering difficulties. It runs in a valley parallel with the general trend of the northern slopes of the Blue Ridge mountains at this point. The grades are fairly steep throughout, and somewhat irregular. The curves however are light and comparatively few in number. Cuts are apparently of ample width, and embankments in general are good. The ditches are good throughout, with a few exceptions. Some little work has been done during the past year along this line, and it has resulted in much apparent improvement of the track conditions. It should be continued during the coming year, and especial care should be taken to see that the material removed from the ditches is deposited in some other place than on the slopes of the cuts.

The bridges of the line are in good condition. All are not of what could be called modern construction, but they appear to be ample for the traffic. Light power is used on this branch. There are no wooden bridges nor timber trestles.

The following minor defects were noted: bad outside guard-rail on bridge 86.92; few bad ties on bridges 83.9 and 76.49.

A great many of the small openings have been made into closed top concrete culverts, chiefly of the rail variety. This is a good improvement, and the remainder of similar openings should be so built when the present superstructures have to be replaced. All of the small box and pipe culverts appeared to be in good condition.

Bridge No. 73.68 consists of steel I-beams on masonry abutments and steel bents founded on solid rock in the bed of the stream which the structure crosses. In addition to the steel bents, there are frame bents assisting to support the structure. As soon as the timber has begun to show signs of decay, this structure should be replaced by a single span.

There are 4 station buildings on the line, all of which were in good physical condition and neatly maintained. The platforms were in especially good condition.

The rail is chiefly 70-lb., although there is quite a little of 60-lb. left. Renewals had been made during the year and were also in progress at the time of the inspection. The 70-lb. rail is in from fair to good condition and will suffice for the traffic. The remaining 60-lb. rail should be replaced during the coming season.

The ties appeared to be in good condition, a sufficient quantity of renewals having been made.

Split point switches equipped with automatic stands with proper targets and lights are used. Stiff and spring rail frogs are used. Derailing switches are installed where the necessity exists.

The track is ballasted with gravel and cinders, chiefly the latter. An extensive renewal has been made since the last inspection; there were a few places where additional renewals will be beneficial. The cinder ballast will produce the best results on this line, and will be much easier to handle.

The right of way was in fair condition only. A considerable quantity of dead weeds was noted, which should have been long since removed and burned. The fences were in good condition: 0.53 mile of new fence has been rebuilt and 0.49 mile repaired. The necessary road crossing and tracks signs were properly installed and in good condition.

The section forces appear ample for the amount of work necessary, and the results of their work seem to indicate that this conclusion is correct. One member of the section gang patrols the track daily.

There are no grade crossings with steam or electric railways.

Train movements are made under the telegraphic train order system; since the amount of traffic is very light over this section, this method of operation seems to be the most advantageous and satisfactory.

There are no interlocking plants.

The terminal facilities appear to be entirely ample, and the road facilities for freight, both passing and storage, and for passengers are in first-class condition.

Bridge 86.47 has been replaced with a 24-in. castiron pipe, and fill; sills renewed and stations painted at West Town and Slate Hill; new platform, concrete retaining walls and steps built at Middletown Station; new cinder platforms and curbing built at West Town and Slate Hill; station buildings at both places raised 1 ft., and the one at the latter place moved back 4 ft. farther from the track.

Recommendations: The recommendation made in the last report relative to drainage has been complied with in part. I have to recommend that drainage improvement be continued, and that the minor bridge repairs stated be made.

1. Location and length of tracks:

Line or branch.	From.	To	Main track (Miles).		Siding.
			1st.	Total.	
M.U.&W.R.R.	Middletown	.15 mi. E. of Unionville.	13.65	13.65	2.95

2. Rail:

Line or branch.	Rail.	
	70 lb.	60 lb.
M. U. & W. R.R.	10.30	3.35

3. Rail renewals:

Line or branch.	Re-layer rail laid.				Replacing.		
	Kind.	Wt.	Year rolled.	Miles track.	Kind.	Wt.	Year rolled.
M. U. & W. R.R.	Steel	70	.....	3.6	Steel	60	.....

4. Ties, standard dimensions 7″ x 9″ x 8′ 6″:

Line or branch.	Percentage of ties in tracks.			Renewals (untreated).
	Oak.	Y. P.	Chest.	All
M. U. & W. R.R.	25	40	35	11%

5. Ballast:

Line or branch.	Ballast in track (miles single track).	Ballast renewals.
	Cinder.	Cinder.
M. U. & W. R.R.	13.65	5.75

6. Alignment and grade:

Line or branch.	Maximum curvature.		Total. △*
	Degree.	Location.	
M. U. & W.R.R.	5°	E. of Middletown.....	

* △ Total curvature central angle.

6. Alignment and grade (*concluded*):

Line or branch.	Maximum grade.			
	%	Length.	Direction.	Location.
M. U. & W. R.R...	2.33	900′	Ascending W.	1.4 mi. E. of Middletown.

11. Highway grade crossings:

Line or branch.	Number protected by.			Number unprotected.
	Gates.	Flagmen.	Bells.	
M. U. & W. R.R.	.....	1	2	17

14. Overhead and undergrade crossings:

Line or branch.	Undergrade.		Overhead.	
	Highways.	Railroads.	Highways.	Railroads.
M. U. & W. R.R.	1	2	None	None

15. Track, bridges, trestles, arches, culverts, and cattle-passes:

Line or branch.	Viaducts.	Trusses.	Plate girder.	Arches.	Trestles.	
					Pile.	Framed.
M. U. & W. R.R.	.....	3	4	1	....	.....

Line or branch.	Culverts and cattle-passes.								
	Arch.	Concr.	Rail top.	Metal on masonry.	Timber on masonry.	Metal on timber.	Timber.	Stone boy.	Pipe.
M. U. & W. R.R.	....	25	...	....	....	....	...	....	....

16. Sections and section gangs:

Line or branch.	Total number of sections.	Average length main track.	Average No. men per section.	
			Summer.	Winter.
M. U. & W. R.R.	2	6.75	6	4

Respectfully submitted,
C. R. VANNEMAN,
Steam Railroad Inspector.

MOUNT BEACON INCLINE RAILWAY.

Inspected May 3, 1910. Last previous inspection May 13, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Mount Beacon Incline Railway and respectfully report as follows:

This railway connects with the Fishkill Landing Street railway at the foot of Mount Beacon and extends 2200 ft., to the summit thereof. The business consists of the transportation of passengers, chiefly excursionists, and small package freight. It is operated during the summer season only.

The line consists of a tangent at the top, one at the bottom, and a slight curve, about 2 degrees, in the center, connecting the two. The grade is practically a succession of vertical curves, the maximum percentage being 74 per cent. It is claimed that in its original layout an attempt was made by the designer to so arrange the grade as to keep the system in balance at all times.

The entire line, with the exception of about 200 ft. at the base and 2 timber trestles at the top, is built on loose rock. There are no bridges in the line. The trestles consist of one of 18 bents, situated about 300 feet from the summit, and another of 5 bents, at the summit. The first one is built of framed bents resting on stone masonry; the sills of the bents are partially embedded in cement mortar. The upper trestle is likewise of framed bents and rests on stone masonry. Structurally they are both in good condition. The right of way in the vicinity is carefully cleaned and policed to protect the plane from fire.

The line consists of a single track railway with a turnout one-half way up connected at both ends, which serves to pass the cars. The rails, 35 lb., are carried on 6 x 6 in. cross-ties spaced 34 in. center to center. These ties are drift bolted to 6 x 10 in. stringers, one under each rail, which rest upon mudsills. The rails are full spiked to the ties with ordinary railroad spikes. On the outside of each rail there is a guard timber composed of two 4 x 6 in. planed timbers laid one upon the other on the 6 in. face; these are spiked together and are securely bolted to the ties. The joints in the timbers composing the guard timber are properly lapped. This guard also serves as a grip timber for the automatic clutch upon each car, which is a safety brake. This clutch is actuated by centrifugal force

when the speed reaches 700 ft. per minute, causing two dogs on a secondary wheel attached to one of the axles to engage with a suspended dog under the car. This dog when tripped releases a weighted lever, which causes the clutch to grip the guard timber. The wheels on one side of each car are double flanged; the others are plain faced 8 in. wide. In order to do away with switch points and frogs the flanged wheels on the cars are on opposite sides, so that in making the turnout at the passing siding the flanges follow the outside or continuous rails. The broad faced inside wheels travel over patent frogs so arranged that there is at all times a continuous bearing during the passage of the wheel over them.

I found a number of the mudsills in a small cut near the foot of the plane to be considerably decayed. Several of the guard timbers were bad, and should be replaced. In order that the clutch be effective it is necessary that the timber be perfectly sound. I found one stringer just above the first trestle on the south side which was quite soft; also two in the passing turnout which need attention. A number of ties were badly rotted, principally sap rot which affected only a portion of the tie, but which looked bad from the cars. Some of the spikes were loose and should be driven down.

The alignment of the large trestle is quite bad and should be straightened after the operating season is over. This seems to have been done by heat expansion, there being an evident movement of one of the bents to the south about 1 in. This kink in the line is not serious, but should be eliminated.

The two cars of the system are attached to an endless steel cable 1⅜ in. in diameter. This cable passes over 2 drums in the power house at the summit. These drums are actuated by 2 75-hp. motors, which move the cars at a normal rate of speed of 500 ft. per minute. There are 3 automatic trips near the summit, operated by the dog on the car. These automatically cut out current as the car approaches the end of the plane, and reduce the speed gradually, bringing the cars finally to rest at the station. Proper pneumatic devices and brakes on the drums are installed to take up the shock induced by the stopping. Current for the operation of the line is furnished by the street railway company at 500 volts. Telephonic and signal connection are maintained between the summit and the base; each car is furnished with a device by which 2 wires overhead may be connected and a signal given to the person in charge at the motors, in case it becomes necessary to stop en route. The cars are also provided with independent means of setting the brake clutch. When in regular operation each car has 1 attendant.

The cable and idlers were in good condition, the latter being well oiled and operating freely. The cable from measurements appears to have worn a little over 1/16 in. I was informed that a new cable had been ordered, which was to be kept on hand in order that the old one might be replaced in case necessity ever demanded. The cable in its present condition, from superficial inspection, seems to be perfectly safe.

The cars and stations were clean and in good condition.

Recommendations: The bad timbers above referred to were pointed out to the person in charge of repairs, who advised your inspector that they would be promptly made. The recommendations are: That the bad ties, guard-rails, and stringers be promptly renewed; that the bad alignment on the longer trestle be eliminated not later than the coming fall, and before operation next spring is begun; that the spikes now loose be driven home, and so maintained.

In connection with the recommended improvement in the alignment I would suggest that this can be best accomplished by the elimination of the trestle. There is a large quantity of loose rock of variable size immediately adjacent to the trestle, which could be used advantageously and would make a good embankment. It will be only a year or so before the timber in the trestle will have to be entirely replaced, and filling is the proper solution.

The features which seemed to need attention last year were apparently taken care of.

C. R. VANNEMAN,
Steam Railroad Inspector.

NEWTON FALLS AND NORTHERN RAILROAD.

Inspected May 11, 1910. Last previous inspection October 7, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Newton Falls and Northern railroad and respectfully submit the following report:

Length of single track, 6⅝ miles; length of sidings, ¼ mile; maximum curvature, 35 degrees to 40 degrees; maximum grade, 5.3 per cent; weight of rail, 75 lbs. per yard; ties, mixture of various kinds of native woods of various dimensions.

The Newton Falls and Northern railroad is a single track line extending from Newton Falls, the terminus of the C. & A. branch of the St. Lawrence division of the New York Central and Hudson River railroad, to New Bridge, the location of the lumber mill of the R. W. Higbie Co. It is distinctly a lumber road, engaged in the transportation of manufactured lumber from the mill to Newton Falls, and for a portion of the line in hauling logs from the woods to the mill. No schedule is maintained, and no passengers are carried. The distance from Newton Falls to New Bridge is 6⅝ miles, and the company has about ¼ mile of sidings.

The road was evidently constructed as economically as possible, the grades following closely the topography of the country. In some places the grades reach as high as 5.3 per cent; these extend for only short distances — about 300 or 400 ft. Apparently they were not so steep originally, but settlement and subsequent filling have caused many irregularities. Curves are numerous, and some of them are very sharp: one in particular, near New Bridge, on a steep grade, was apparently a 35- or 40-degrees curve. This curve could be very easily flattened by the excavation of a little material on the inside; this would improve the line and materially reduce the resistance to trains. There were several other curves varying from 10 to 20 degrees which could be reduced by a small amount of labor.

The cuts are very irregular, and improperly shaped; in some cases the slopes are nearly vertical, and material from the tops is falling on the track; these should be widened and sloped back. The embankments, where they exist, are narrow; in most cases there are no embankments, the ties being laid directly on the ground. This is particularly true of that portion, about 2 miles in length, which passes through a swamp. It would greatly improve this section if it were ballasted, and the track lifted out of the muck as much as possible.

Ditches have been neglected. Those in the cuts are narrow, and in many cases entirely filled. I noticed one place where some little ditching had been done, which had improved the previous conditions a great deal; this had not been done however until after the track had spread and permitted a loaded gondola to be entirely derailed. A general ditching of the whole line will help to prevent further accidents of this nature.

There are 3 trestles in the line. One of these, which crosses the Oswegatchie river at Newton Falls, consists of cribs carrying a solid floor of timber on which is placed the ties. The spans vary from 15 to 25 ft. The ties are not securely fastened to the floor and are irregularly spaced. Outside guard timbers have been placed during the past year. The other two are pile trestles of 43 and 10, 12-ft. spans, constructed in low spots where the water of the Oswegatchie river is backed up by a dam. These trestles are apparently secure; but the ties are very badly spaced, no attempt having been made to lay them at right angles to the rail. New guard timbers have been placed on one of these since last year, but are not yet on the other one. The timber in all of the trestles is now in good condition, although it appears very rough, due to the fact that much of it is hewn. The deck of the longer of the two pile trestles has been considerably renewed during the past year with sawed ties.

There are 6 open culverts of from 6 to 10 ft. span; the abutments are logs and hewn timber and the stringers are closely placed, making practically solid floors. No guard timbers are maintained, and the ties are in some cases very small and badly placed; many of them did not have a bearing on the stringers when the load was off. Several other small openings for small streams, made chiefly of logs, were noticed.

The cross-ties are usually 6 x 6 in. x 8 ft., although many hewn ties of broader face were noticed. In the swampy region some 14 and 15 ft. in length had been used in an attempt to prevent the track from settling. These long ties had been supported on poles and logs laid longitudinally; in one or two instances they had been supported only at the ends and as a result were broken through. Many center bound broken ties were observed. These should be replaced promptly.

The rail used is a 75-lb. relayer rail, which when laid was probably in excellent shape; however it is now badly bent and out of shape. At several places where derailments have occurred bad kinks exist. The section however is still good. The joints vary from 36 to 20 in. in length, and are punched for 6 and 4 holes; nearly all now have at least 4 bolts in them; a few near Newton Falls still lack several bolts. I was advised that the work of putting in bolts was under way and would soon be completed.

The switches are of the split point type, and the frogs are stiff. Standard ground levers are in use, unlocked. No targets are used, and no lamps are provided. Since night trains are not operated the latter are unnecessary. The switches and frogs are in fair condition.

No ballasting, as such, has been done. At some places the ties have worked down into the mud, and at others dirt which has fallen in from the cuts has been spread over the tracks, making what appears to be ballast. A general ballasting of the whole line should be undertaken. A gravel bank exists near New Bridge which would afford excellent material for this purpose.

Extremely little attention has been paid to alignment and surfacing. There is hardly any of the whole 6 miles in which the track can be said to be in surface. At several points depressions exist of at least 3 inches, making the passage of a high loaded car over them rather dangerous. The alignment is very poor, approaches to curves being unnecessarily sharp. The tangents are approximately a succession of curves. All of these conditions can be very readily remedied by the judicious use of a little ballast and proper maintenance operations. It is particularly unfortunate to permit the track to get into such condition.

The track maintenance is performed by a section gang consisting of a foreman and 5 men. They also take care of several miles of lumber track.

The line is crossed by a yard track of the N. Y. C. & H. R. R. R. at Newton Falls. No protection is afforded, and none appears necessary under the existing conditions of operation.

For about one-half of the line the road runs through the forest; here the right of way has been cleared for a distance of 40 feet; some small brush exists, which should be cut down. No fences are maintained, and none appear necessary. No highway crossings exist.

Following the suggestions of your inspector made last year, the company has done quite a little work in the way of repairing the existing track structure and the trestles. Quite a number of the ties have been replaced, and track bolts put in as mentioned.

As stated, the road is primarily a pure lumber road; but it differs from such roads in that it is likely to be used in its present position for at least 15 years. The motive power consists of 2 climax geared locomotives. These are capable of negotiating the curves and grades as they exist, but the maximum train load now taken from New Bridge to Newton Falls is 2 loaded cars of lumber. The speed is of necessity kept very low, approximately 6 miles per hour. Even with this low speed I was informed that derailments occur quite frequently. This fact is due entirely to the very poor alignment and surface.

Recommendations: With these conditions in mind, therefore, I recommend that the company pursue a general policy of improvement; that all of the broken ties be promptly renewed; that the low places in the swamp be filled; that the entire track be ballasted with good material; that the low joints and depressions be picked up; that the existing sharp curves be flattened, in view of the fact that only a very small amount of work is required; that the ties on all the trestles be spaced properly; that guard timbers be put on the trestle where they are not now present; that all ties on the trestles after being spaced be securely fastened to the guard-rails; that the installation of bolts be continued to completion.

In making these recommendations I am aware that their prosecution would entail expenditures out of proportion to the earning power of the road; but, once completed, the saving in maintenance charges during subsequent years and of the unnecessary expenditures due to derailments resulting in damage to track and equipment would more than compensate. In addition it would greatly enhance the safety of the employees.

C. R. VANNEMAN,
Steam Railroad Inspector.

NEW YORK AND OTTAWA RAILWAY.

Inspected September 6, 1910. Last previous inspection December 8, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the New York and Ottawa railway and respectfully submit herewith my report:

The New York and Ottawa railway is a single track line extending from Tupper Lake to the International boundary between the United States and Canada, a distance of 69.45 miles.

This railroad starts in practically the heart of the Adirondack mountains and extends north to the valley of the St. Lawrence. That portion from Tupper Lake to Spring Cove, a distance of about 30 miles, runs through some of the small upper valleys of the mountains. From Spring Cove there is a continuous descent to Moira, where the plains adjacent to the St. Lawrence river are reached. In view of a great portion of the line being situated in mountainous regions it is naturally considerably curved, and has some heavy grades. The maximum curvature is 14 degrees 30 minutes, situated south of St. Regis Falls; the maximum grade is at the rate of 2.8 per cent for 0.8 mile, located at Le Boeufs hill. The topography north of Moira has permitted a line of few curves and easy grades, so that this section appears much better than the southerly portion.

The track alignment and surface are fair. That portion in the upper mountain region is much better than that between Santa Clara and Moira, due principally to better drainage facilities and a better grade of ballasting material.

The cuts are generally good, and the embankments have a good section. In some portions, notably that portion between Santa Clara and Moira, the ditches could be greatly improved. I noted evidence of some extensive ditching, the effects of which were apparent. This work should be continued.

There are 3 steel through truss bridges; 1 one-half through timber truss; 4 plate girder bridges; 14 pile bent trestles; 9 framed bent trestles; 186 timber culverts, cattle-passes, and box culverts; 10 stone box culverts; and 2 pipe culverts. There is 1 overhead highway bridge, with full clearance. The bridge structures generally are in good condition; a few defects were noted, as follows: one of the bents of bridge 125A is leaning quite badly; this structure is to be replaced by a plate girder bridge. There were a few soft ties on bridge 77B. The bridge seats of bridge 73 were very dirty, and should be cleaned in order that excessive rusting of the metal in the girders may not be promoted. Bridge 63 should be painted. A number of ties on bridge 59 should be renewed. With these minor exceptions the bridge situation is good. The following improvements are contemplated and will be very beneficial: a portion of bridge 110A, a timber trestle, is to be filled; bridge 96, heavy stringers on cribbing, is to be replaced by a box culvert.

The passenger traffic is only moderately heavy, and the station facilities are apparently ample for the demands of the traffic, with the exception of the station at St. Regis Falls, one of the largest traffic producing stations along the line. The building in which the station is located abuts directly on the platform, which is about 8 ft. wide and is used also as a barber shop and a dwelling. The waiting room is small, and while fairly neat did not appear to be sufficiently large to meet the demands made upon it. Separate waiting rooms should be provided. One or two box car stations were noted, but they simply served the purpose of a shelter, and are ample. The balance of the stations appeared neat and attractive.

The track is laid with 18.4 miles of 80-lb. rail; 17 miles of 67-lb. rail; 14.7 miles of 65-lb. rail; and 19.35 miles of 56-lb. rail. The 80-lb., 67-lb., and 56-lb. rail are spliced with 36-in., 6-hole splices; the 56-lb. with 24-in., 4-hole splices. The rail seemed to be generally fair, the lightest rail being in the poorest condition. This rail is being eliminated as fast as heavier rail can be secured. During the past season 5 miles of 56-lb. rail were renewed with 67-lb. relayer rail.

The ties were in very good condition. Nearly all of the renewals had been completed for the season, and include 20,500 cedar, 5200 tamarack and 4500 hemlock. This represents a renewal of about 15 per cent. The tie distribution for the entire line is as follows: cedar, 70 per cent.; tamarack, 20 per cent.; hemlock, 10 per cent.

Split point switches with rigid stands provided with targets and lamps, spring and stiff frogs are used. Where necessary, derailing switches are provided.

The ballast consists chiefly of sand, generally clean and free from loam. This is especially true of those portions between Tupper Lake and Santa Clara, and between Moira and the boundary. The ballast on the remaining portion of the line contains considerable loam, especially north of Dickinson Center, and as a result the track is in poor condition as regards line and surface. With comparatively light traffic and light power, good, clean sand makes very good ballast provided it is not used in swampy country. Here the water rises through capillary attraction, and the track is inclined to be quite rough. In other places the sand will permit the water to flow away, and afford a very firm bed. That portion between Dickinson Center and Moira would be greatly improved if the track were cleaned out and re-ballasted with cinder.

The right of way was in very good condition, especially that portion within the forest: this had just been thoroughly cleared up and was free from slash, rubbish, and underbrush. The work done here was very commendable.

There are 41 highway crossings, all protected by warning signs of the proper design. The fences appeared to be in good condition; ½ mile of snow fence and 3 miles of new wire fence have been built.

There are 10 sections, with an average length of 6½ miles. The gangs consist of 6 men in summer and 3 in winter. A member of the gang patrols the track.

At Tupper Lake Junction, 1 track is crossed at grade by New York Central and Hudson River railroad, Adirondack division; movements are governed by semaphore home signals; all trains come to a stop before crossing. At Moira the N. Y. & O. crosses the Rutland by means of a crossover, using a portion of the Rutland tracks; movements are governed by a high ball signal, N. Y. & O. trains proceeding when the red ball is displayed, and Rutland trains proceeding when the green ball is displayed. I noted that the portion of the Rutland's sidetrack which is used by the N. Y. & O. while making the crossing is in poor condition generally, and should be thoroughly repaired. At Helena, 1 track crosses 1 track of the Grand Trunk railway (U. S. &

Canada); movements are governed by signals controlled from an interlocking tower; derails are installed in all tracks.

The traffic over this road is light, consisting chiefly of logs, manufactured lumber, and farm products. Movements of trains are governed by the telegraphic train order system. Passenger and freight facilities seem to be provided for by the management, with the exception noted at St. Regis Falls.

Trestle 89B has been rebuilt: trestle 120A has been replaced by a box culvert; 4 cattle-passes at Helena have been rebuilt; the yard office at Moira has been painted; new siding has been constructed at Hoffmans.

Recommendation: The management seems to be duly aware of the improvements necessary, and the only recommendation necessary is that better station facilities be provided at St. Regis Falls. The recommendations contained in the last report have been complied with in part. Both ballasting and drainage operations should be extensively continued.

C. R. VANNEMAN,
Steam Railroad Inspector.

NEW YORK, AUBURN AND LANSING RAILROAD.

Inspected December 28, 1910. Last previous inspection December 18, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the New York, Auburn and Lansing railroad and report as follows:

This railroad is a single track line extending from Auburn, where connection is made with the N. Y. C. & H. R. R. R., to Ithaca. The road is operated by steam as far as South Lansing only, a distance of 29.1 miles; the balance, or 5.4 miles, is operated by electricity. Only the steam operated section is covered by this report.

The railroad traverses the top of the broad plateau between Cayuga and Owasco lakes for practically its entire length, and occupies for most of the distance the roadbed of an abandoned line which formerly terminated at Freeville. A few modifications of alignment and grade have been made in the reconstruction. The general alignment and grades are good. There is a heavy dip at one point on the line consisting of 2 per cent grades on either side, which balance each other. This dip was put in on account of the heavy fill necessary to eliminate an old trestle by which the former road crossed a deep ravine. Since it is the intention to ultimately operate this railroad by an electric third rail system, this dip will not be disadvantageous. Just south of Auburn there is a heavy grade at present, but this will ultimately be eliminated when construction work is completed. This grade is occasioned by the overhead crossing of the Auburn-Ithaca branch of the Lehigh Valley railroad. The curves are regular and comparatively light.

The topography of this particular section is fairly even, and as a result there are but few extensive cuts and fills. Since the general direction of the railroad and the ridge of the plateau are parallel, it is obvious that heavy earthwork could easily be avoided. Some of the embankments which formerly existed have become quite narrow at the top and were not sufficiently widened when the road was reconstructed. These embankments should be widened so that a shoulder of at least 2 ft. outside of the ends of the ties is provided, and more if possible. Similarly, some of the cuts are in poor condition, and as may be expected the ditches are shallow and narrow. The road is fortunate in that comparatively little water drains to it from the adjacent country; however, there is considerable room for improvement in the drainage situation.

All of the track structures are either steel girders or trusses on concrete masonry, or masonry arches, with the exception of 5 openings. Three of these are very short spans and have single wooden stringers under each rail on concrete masonry. In one of these, one of the stringers is split and a post has been inserted under it as a reinforcement. All of these structures should be made flat top reinforced concrete structures. The other two are 3-span timber bent trestles with wooden stringers, and are of temporary construction. They are situated between Tarbell and South Lansing, and it is the intention of the company to replace them during the coming season with concrete structures. The ends of the stringers are carried on the embankments on mudsills, and in the case of the northernmost one the embankment is nearly vertical, with the mudsills quite close to the edge of the embankment. This will have to be carefully watched while the frost is leaving the ground; and I would recommend that unless it is promptly replaced in the spring, a better bearing for the northern ends of the stringers on this structure be provided.

All of the steel work is new, and in good condition. The masonry appears to be first class. The small openings are free from obstructions and provide ample waterway.

The station buildings generally are in fair to good condition. The one at Auburn is new and is a neat, attractive structure, apparently ample for the needs of the business. The building at South Lansing is a small structure which was erected recently to take the place of one which burned last year; it seems ample for all the demands which will be made upon it. All of the rest are station buildings belonging to the former railroad, which have been repaired and refitted so as to be serviceable. The building at Genoa, the largest town outside of the termini, is in only fair condition and could be much improved.

The track has been laid down for electric railroad operation. Long ties on which to carry the third rail have been used, and a smaller tie than generally used on steam roads has been adopted as standard. The ties are apparently in fairly good condition; renewals in large quantities have not become necessary as yet.

The rail on the whole is in good condition. The light rail, 2½ miles, is not so good as the remainder, but is satisfactory for the work which it has to perform.

Automatic switch stands with targets, split switches, spring rail, and stiff frogs, are used. The track appliances in general are good.

The ballast is rather scant and of fair quality. In some places I noted that more could be applied to advantage.

The right of way was not in good condition: there was still a heavy growth of weeds which should have been cut.

The road crossings proper were in fair to good condition, but no warning signs have been installed.

The fencing is in good condition. Approximately 3 miles of new fence were built since the last inspection.

The average length of track section is 11 miles. Two men are employed on 3 sections, 3 men on the Auburn section, all under the direction of a road master. One man of each gang patrols the track daily. The present force is entirely inadequate to maintain the track in good condition; during next season, each gang should be increased by at least one man, so that the track conditions may not retrogress, as they are bound to do with such a light force.

There are no grade crossings with steam or electric railways.

Trains are operated under the standard code of rules with standard train orders. Dispatching is done by means of the telephone; no manual signals are employed, and there are no interlocking plants.

The road apparently has ample facility for the freight business which it handles. It may be possible that in the future it may be necessary to improve certain local conditions as business develops, but under the present indication it appears that the future has been very well provided for.

A new station has been built at South Lansing; some little work has been done on the approaches to the crossing of the Auburn-Ithaca branch of the Lehigh Valley railroad in Auburn.

With respect to the recommendations made in the last report, I have to note that an additional man has been employed on each of three of the sections; that no change has been made in the size of the ties used, since it is contemplated to change the method of operation shortly.

I have to recommend that the bearings at the northern end of the second trestle north of South Lansing be improved early in the spring; that the narrow shoulders be widened; that during the coming summer season at least 3 men be employed on each of the sections, to the end that the line and surface and the general condition of the right of way may be much improved; that the interior of the station at Genoa be somewhat improved.

Respectfully submitted,
C. R. VANNEMAN,
Steam Railroad Inspector.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

Inspected between October 12 and December 29, 1910. Last previous inspection between August 30 and December 21, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the New York Central and Hudson River railroad between October 12 and December 29, 1910, and respectfully submit the following report:

The electric division consists of the following lines:

Line.	From.	To.	Length in miles.						Miles of sidings.
			Tr. 1.	Tr. 2.	Tr. 3.	Tr. 4.	Tr. 5.	Total.	
Main line.....	N. Y. city line....	Croton.	21.47	21.47	15.75	6.54	0.53	65.76	45.51
N. Y. & H. R. R	N. Y. city line....	North White Plains..	11.82	11.82	.....	.....	.....	23.64	19.66
Total.....	.....	.....	33.29	33.29	15.75	6.54	0.53	89.40	65.17

It connects with the New York, New Haven and Hartford railroad at Woodlawn Junction, the Harlem division at White Plains, the Putnam division at High Bridge, the Hudson division at Croton, and is located in Westchester county.

The curvature is light, and grades light and short, as shown in detail below:

Line.	Maximum curve.		Maximum grade.			
	Degree.	Location from nearest station.	Per cent.	Length, miles.	Direction.	Location from nearest station.
Main line...	2° 57′	200′ south of Yonkers..	0.7415	0.17	Ascending toward Albany	700′ north of Tarrytown
N. Y. & H. R.R.	4° 55′	At White Plains.	0.7417	0.23	Ascending toward Chatham.	1000′ north of Crestwood.

The cuts, embankments, and ditches are generally in good condition. A large amount of new roadbed construction was in progress at the time of this inspection, and at points where such work was in an unfinished state the ditches were necessarily not fully opened.

The steel and iron bridges were in good condition and generally of modern design. There are no wooden bridges and no timber bridges on this division carrying main tracks; no open culverts: all such structures on this division have solid floors. The arch, box, and pipe culverts appear to be in good condition and free of obstructions to the passage of water.

The size of the standard cross-tie is 7 x 9 inches x 8 feet long. The following statement shows the percentage of each kind in use and the renewals during the year:

Line.	Oak.	Y. Pine.	Chestnut.	Treated.	Renewed during year.
Main line.....	.....	100	.....	0.068	20.5
N. Y. & H. R.R.....	2	95	3	.....	15

The general condition of the cross-ties is good. The rails and fastenings are —

Line.	100 lb. Bess. M.	Length S.	No. B.	Total miles.
Main line.....	65.76	36	6	65.76
N. Y. & H. R.R.....	23.64	36	6	23.64
	89.40	.....	.....	89.40

Rail in good condition. The switches are split rail. The outlying ones are operated by automatic stands provided with signal targets and lamps. But few of the main track switches are operated by separate switch stands, most of them being handled by interlocking appliances. The frogs are spring rail. Derail switches are used, apparently, where needed. Switch work in good condition.

The ballast situation is shown in statement following:

	Ballast used (miles) stone.	Present total ballast in track, miles.				Total.
		No. 1 S.	No. 2 S.	No. 3 S.	No. 4 S.	
Main line.....	16.7	21.47	21.47	15.75	7.07	65.76
N. Y. & H. R.R.....	3	11.82	11.82	.....	.....	23.64
	19.7	33.29	33.29	15.75	7.07	89.40

The alignment is fair, but the surface could be improved; easements at the ends of many of the curves would improve the riding of the track. The easing of the ends of curves should be more generally followed in track maintenance on this division as well as on other divisions. And it may be said in passing that the New York Central and Hudson River railroad forms no exception in this respect to the general practice on the other lines in the State, as nearly all of them seem to neglect this detail. The shock so often felt in trains passing over curves is more often received at the ends of curves than where the train is wholly on the curve — that is, on entering upon or leaving the curve — and for that reason in the adjustment of curves their ends should receive particular attention. A car passing over a curve is acted upon at every point by a force tending to move the car away from the center of the curve, that is, by centrifugal force, and to counteract this force the outer rail of a curve is elevated above the inner rail sufficiently to make (to a certain extent) the force of gravity acting through the car and down the incline equal to and opposite to the centrifugal force. Curves as ordinarily laid down are circular, and start off from the straight line abruptly and at maximum curvature. This condition makes it necessary that full elevation of the outer rail start at the beginning of curvature, and in order to do this with the ordinary circular curve it is necessary to extend the elevation on to the straight line, causing a canting of the car where the rails are on a straight line and there is no centrifugal force to balance the effect of a cant. This condition may be overcome to a large extent by aligning a curve so that its curvature begins and ends at zero, increasing gradually from the ends until it reaches the full degree of curvature. With such alignment the inclination of the curve rails begins at zero where the curvature is also zero, and each change of curvature is accompanied by a proportional change of inclination of the rails: thus in a great measure avoiding the shock due to the canting of cars on a straight line by applying the centrifugal force gradually. The necessity for keeping curves well aligned and surfaced is brought home forcibly when it is considered that even on well kept curves the loaded cars of trains moving with speed will be thrown against the outer rail with force, while empty cars may be drawn against the inner rail by the force of the draft.

The sections and section force are —

Line.	Average miles single main track per section.	Av. No. men per section (foremen included).		Protection provided.	Trackwalkers, from section gangs, No.
		Winter.	Summer.		
Main line.....	6.79	12	12	Protected by one lookout in each gang.	11
N. Y. & H. R.R.....	4.55	4	7		5

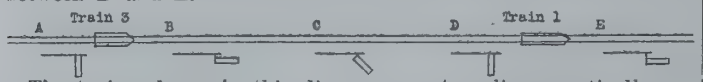
There are no grade crossings of railroads on this division.

The interlocking plants are —

Line.	Location.		No. of plants.	Total No. of levers.	No. of levers in use.	What governing.
	From	To.				
Main line.....	City line.	Croton..	19	359	282	Main tracks.
N. Y. & H. R.R...	City line.	North White Plains.	1	88	56	Main tracks.
N. Y. & H. R.R...	N. W. tower interlocking at North White Plains Sta.		1	88	56	Main tracks.

The controlled manual, or lock block, system in use on the main line to Croton is the usual interlocked block system in use on the New York Central and Hudson River railroad, whereby the signalman at the entrance of block section is not at liberty to forward a train into the block, nor can he "clear" the outdoor signals governing the admission into the block without the consent of the signalman at the advance end of the block. Automatic semaphore block signals of the three-position, upper-quadrant type are in use between New York city line and North White Plains station. In this system of block signaling, separate distant signals are omitted, signal indications being given by different positions of the signal arm, with corresponding color indications at night, as follows: Arm horizontal, and in addition a red light at night, indicates stop; arm inclined above the horizon at an angle of about 45 degrees, and in addition a yellow light at night, indicates proceed with caution; the arm in 90 degrees vertical position, and in addition a green light at night, indicates clear, proceed, next two blocks in advance are clear, arm of block signal next ahead is in 45 degrees or 90 degrees position. The control of the signal arm is effected, so far as the occupation by a train of the first and second block in advance is concerned, by means of the track circuits. Each track circuit consists of a section of track the two rails of which are insulated electrically at each end of the section from the rails forming a continuation of that track. A battery of low voltage (1 volt) is connected to the rails at one end, and a relay, usually 4-ohms resistance, to the rails at the other end. The presence of wheels of cars or engines on the rails of the track circuit gives the current which otherwise would flow from the battery through one rail, through the relay, and then back through the other rail to the battery, to take the much easier path afforded by the car wheels and axles. This results in robbing the relay naturally of current, causing the cessation of the magnetic pull on the armature, which falling away from the electric magnets opens what is known as the "front contacts". The circuit by which the control of the position of the signal arms is effected by the track circuit passes through these front contacts, which when open deprive the signal of energy, causing it to change its indication to caution or stop. That circuit controlling the movement of the arm from the 45 degrees to the 90 degrees position, in accordance with the position of the arm of the signal in advance, is governed by the contacts that are closed by the movement of the arm of the signal in advance from the horizontal to the 45 degrees position.

The following illustration will serve to show more clearly the method of the three-position block working: In the sketch showing a line of road with automatic signals A, B, C, D, E, it will be noticed that train No. 1 occupies the block between signals D and E, holding signal D at stop indication; and that train No. 3 approaches signal B, which is clear (90 degrees), there being no train between signals B and C, or C and D, and the arm of signal C being in the cautionary (45 degrees) position. The arm of signal C is in the cautionary (45 degrees) position, as there is no train between C and D, the arm of signal D being in the stop (horizontal) position and the train occupying block between D and E.



The trains shown in this diagram are traveling practically as close together in relation to the signals as possible without No. 3 receiving cautionary indication. At non-interlocked main track switches indicators are placed to notify trainmen of trains on sidings of the train situation in the block in which the siding is located. The indicator will show that a train is approaching when such train is within 2000 feet of the block signal in the rear that protects the switch in question. In the event of the switch points not fitting closely to the "stock" rail, the first block signal in the rear should indicate stop, and the second signal in rear indicate caution. The three-position block signals are at present being installed at various points on this division, and it is the intention of the company to equip the entire main line of the division with this type of block signals.

At present, at other points than named above the "lock and block system" is installed. In this system the block instruments at the stations at each end of a block are so interlocked that when a train has been allowed to enter the block another train can not be forwarded in the occupied block under a clear or go ahead signal. A positive current alone will unlock the signal lever, and when the signal is put in the clear or go ahead position it can always be returned to the stop position; but when in this latter position can not be returned to "clear" without the permission of the signalman at the advance end of the block after the train has passed wholly out of the block.

The above description of the manual controlled and the three-position, upper-quadrant methods of signaling applies to these types of signaling on other divisions.

The right of way is in good condition and fences are maintained where the physical conditions will permit.

The highway crossings generally are well planked and graded. They are protected as noted below:

Line.	Protected by.			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
Main line	1	7	2	6	16
N. Y. & H. R. R.	1	5	.....	5	11
	2	12	2	11	27

The station buildings are in fair condition and well kept.

Rail renewed since last inspection:

Line.	New rail laid.		Replacing.		
	Kind.	Weight, lbs.	Miles single track.	Kind.	Weight, lbs.
Main line	L. S. Co.	100	5.05	L. S. Co.	100
N. Y. & H. R. R.	Ferro titanium	100	2.79	L. I. & S. Co. & Carnegie	80 80

New bridges:

Line.	Bridge number.	New.	Replacing.
		Kind.	Kind.
Main line	44A	Steel truss	Wooden truss.
	46	Through truss	Plate girder.
	61	Through truss	Lattice girder.
	71	Through truss	Plate girder.

On the main line, 1 36-in. castiron pipe has been replaced, and 1 filled.

Line.	Arches and stone box culverts, number replaced.	Number of bridges having masonry rebuilt or repaired.	Number open culverts and cattle-passes extensively repaired.
Main line	48" C. I. P., 2	1	9
N. Y. & H. R. R.	.....	1	.....
Total	2	2	9

On the main line, 1 bridge has been painted, and 1 on the N. Y. & H. R. R.

On the main line, new and rebuilt fence, 0.25 mile; extensively repaired, 0.25 mile; on the N. Y. & H. R. R., new and rebuilt, 1 mile.

Important changes and extensions of tracks: North White Plains has been made a terminal, with an addition of 1.82 miles of yard tracks. Wakefield has been abandoned as a terminal, and 2.61 miles of yard tracks taken up; extension of electrification to White Plains; Phillipse Manor bridge erected at Third avenue.

Hudson Division.

From.	To.	Length in miles.					Miles of sidings.
		Tr. 1.	Tr. 2.	Tr. 3.	Tr. 4.	Total.	
Croton	Rensselaer	106.29	106.29	4.18	2.14	218.90	83.9

It connects with the electric division at Croton; with the Boston and Albany railroad, Chatham branch, at Hudson; and the Mohawk division at Rensselaer, and is located in Westchester, Putnam, Dutchess, Columbia, and Rensselaer counties.

Maximum curve.		Maximum grade.			
Degree.	Location from nearest station.	%	Length miles.	Direction.	Location nearest station.
7° 5′	400 feet north of Poughkeepsie	0.72	0.23	Ascending north.	At New Hamburgh.

The cuts are of good cross-section and appear to be kept free of landslides, which, due to their proximity to the Hudson river, they are greatly subjected to. Rock cuts, both through and side-hill, are numerous, and, as in the Highlands, very high, but they seem to be kept free of loose rock that might endanger the safety of passing trains. In addition to the influence of water on slopes, the effect of vibration due to passing trains should be closely watched. The influence of even slight vibration is well illustrated by the difference between the coefficient of friction of stones on one another in motion and repose. Blocks of stone which will start on nothing flatter than 1.4 to 1 will continue in motion on an incline of 2.2 to 1; and for similar reasons, earthwork will assume a flatter slope and exert greater lateral pressure under vibration than when at rest. This fact has long received practical recognition from engineers, and such an eminent engineer as the late Benjamin Baker of England, and a number of great American engineers, have demonstrated its truth beyond doubt.

A great deal has been done during the past year to strengthen the embankments, many of which are on sloping ground and exposed to the action of the Hudson river. This protection work consists generally of heavy loose rock revetment walls. The surface ditching is in good condition.

There are 11 short tunnels on this division, with an aggregate length of about 3158 feet. They appear to be in good condition as to walls, roofs, drainage, etc.

The bridges on this division are in fair condition. Many of them, including all the recent examples, are of the heavy plate girder or of heavy riveted truss designs. The bridges having draws appear to be well protected by signals. It is believed that the wooden floors of bridges would be of better design if the guard timbers were placed a sufficient distance from the trusses to prevent a derailed engine or car from striking a truss before its motion is arrested. This suggestion applies to the wooden floors of bridges of all divisions.

There are no wooden bridges or wooden trestles in the main tracks of this division.

The arch, box, and pipe culverts are in fair condition and apparently free of obstructions to the passage of water.

About 8 per cent of the cross-ties were renewed the past year. All ties in main tracks are yellow pine. The general condition of the ties is good, showing considerable improvement in this respect over last year.

The main track is laid with 2.1 miles of 100-lb. open hearth rails; 111.7 miles of 100-lb. ferro titanium; 104.03 miles of 100-lb. Bessemer rails, and 1.07 miles of 80-lb. Bessemer rails. All fastenings are 36-in., 6-hole angle splices. The use of titanium alloy in steel, it is claimed, adds to the soundness of the ingots and the homogeneity of the metal, largely eliminating blowholes. In one test of six months' duration the titanium rails lost from flange wear, under a heavy terminal movement, less than one-third of the amount of wear occurring in four months with the ordinary 1907 rails which preceded them. The rail is in good condition.

The main track switches are split point, and those not operated by interlocking are handled by automatic switch stands provided with signal targets and lamps. Spring rail frogs are the standard for main tracks, and derail switches are used apparently where needed. Switch work in good condition.

All the main tracks, 218.90 single track miles, are ballasted with broken stone, in good condition.

The line and surface are fair.

The average length of sections is 5.92 miles, single track, and number of men per section, including foreman, is 9 in summer and 6 in winter. The trackwalking on 37 sections is done by a member from each gang; on 17 sections by regular trackwalkers; and 16 watchmen are employed on slopes, bridges, etc. Each gang has a lookout for the protection of the men while working on the track. Flags, lights, and torpedoes are used in protecting trains in track maintenance operations.

The grade crossings of railroads are: at Hudson: Hudson branch, Boston and Albany railroad, two tracks, protected by interlocking; at Cold Spring: by the tracks of the Cold Spring Iron Company railroad, protected by interlocking.

There are 60 interlocking plants with a total of 1138 levers; 966 of these levers in use.

The manual controlled, lock and block, and the automatic, 3-position, upper quadrant, block signals are used.

The right of way and the fences are in fair condition.

The highway crossings are well planked and graded. They are protected as follows: Flagmen without gates, 3; flagmen with gates, 23; gates operated from signal tower, 7; unprotected, 8; total, 41.

The stations are in fair condition and generally of neat appearance inside.

Repairs and improvements noted are: Rail: 111.70 miles 100-lb. new ferro titanium rail, replacing 100-lb. Bessemer rail; Ties: about 8 per cent renewed; Ballast: 135.34 miles renewed; Culverts and cattle-passes: 2 rebuilt; 2 replaced. Number of bridges having masonry rebuilt: 2; Buildings other than stations new and rebuilt: 12; Stations and other buildings extensively repaired: 4; Bridges painted: 4; Fences, new and rebuilt: 11.85 miles; Fences extensively repaired: 27.90 miles.

Important changes and extension of tracks: Fourth track passing sidings put in service at Chelsea, increasing length of sidings 1.30 miles; Fourth track passing sidings put in service at Rhinecliff, increasing length of sidings 0.12 mile; Poughkeepsie: improvements completed south of passenger station, consisting of 2.87 miles third and fourth main tracks, and 2.11 miles of sidings; Hudson: new freight yard, consisting of 4.36 miles of tracks.

Harlem Division.

From.	To.	Length in miles.			Total.	Miles of sidings.
		Tr. 1.	Tr. 2.	Tr. 3.		
North White Plains	Chatham	102.93	30.33	0.48	133.74	44.6
Golden's Bridge	Lake Mahopac.	7.22	.....	....	7.22	1.5
Total	.....	110.15	30.33	0.48	140.96	46.1

It connects with the electric division at North White Plains; the Lake Mahopac branch at Golden's Bridge; the Chatham branch, Boston and Albany railroad, at Ghent; the Boston and Albany main line at Chatham; the Central New England railway at Boston Corners and Millerton; and is located in Westchester, Putnam, Dutchess, and Columbia counties.

Maximum curve.		Maximum grade.			
Degree.	Location nearest station.	%	Length miles.	Direction.	Location nearest station.
4° 2′ 30″.	1094′ south of Millerton	0.9667	0.23	Ascending north.	1.85 miles south of Martindale.
8° 0′	1500′ north Golden's Bridge; 3100′ south Lake Mahopac.	2.2235	0.48	Ascending toward Lake Mahopac	2.03 miles north Sommers Center.

Cuts, embankments, and ditches are in fair condition. A number of the cuts could be improved by underdrainage.

The steel and iron bridges are in fair condition, but a number of them need painting; there are no wooden bridges in main tracks.

The open culverts and cattle-passes appear to be in good condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The ties are in fair condition: about 12 per cent renewed in main line, and 8 per cent in Lake Mahopac branch. At present the main line has in its tracks about 22 per cent oak, 28 per cent yellow pine, and 50 per cent chestnut; and the Lake Mahopac branch about 39 per cent oak and 61 per cent chestnut.

The main line is laid with 123.67 miles 80-lb. Bessemer rail and 10.07 miles 80-lb. ferro titanium rail; the Lake Mahopac branch with 1.65 miles 80-lb. Bessemer rail and 5.57 miles 65-lb. Bessemer rail. All fastenings 36-in., 6-hole angle splices. The rail is in fair condition.

The main track switches are split point; the switch stands are of the automatic type provided with signal targets and lights. Switch work in good condition.

The main line (133.74 single track miles) is ballasted with stone, and the Lake Mahopac branch (7.22 single track miles) with cinders. The ballast is of good quantity and quality. Underdrainage would strengthen the ballast at a number of points.

The alignment is fair, but the surfacing generally is not so good.

The average length of sections, main line, is 6.01 miles each, manned (including foreman) by 8 men in summer and 5 men in winter. Lake Mahopac branch (7.22 miles) is manned by 7 men in summer and 5 men in winter. Each gang has a lookout for the protection of men while working on the track. The trackwalking is done by a man from each section gang.

The grade crossings of railroads are: Boston Corners and Millerton: The Central New England railway crosses the Harlem division at each of these places: signal gates with large red discs, which may be swung across the main track of either road, govern movement of trains over the crossing; at night a red light is shown from the center of the disc; the normal position of these gates is across the tracks of the Central New England railway. At Lake Mahopac the Lake Mahopac branch is crossed at grade by the Putnam division, the crossing being protected by interlocking.

In addition to the interlocking above referred to, there is an interlocking plant at Brewster containing 32 levers, 25 of which are in use.

Automatic block signals of semaphore pattern are installed between North White Plains and Brewster, and telegraph block signals between Brewster and Chatham, and Golden's Bridge and Lake Mahopac. Train order signals are used as block signals in telegraph block signal territory. Reverse blocking is handled in same manner as noted under head of block signaling, Putnam division. Absolute block working is generally practiced.

The right of way is in fair condition and the fences in repair where the railroad company maintains them; where private owners maintain they are not so well kept.

The highway crossings are well planked and graded. They are protected as follows: Flagmen without gates, 10; flagmen with gates, 9; electric bells only, 24; unprotected, 63: total, 106.

The stations are in fair condition and of neat appearance inside.

Repairs and improvements are: Rail: main line 10.07 miles new ferro titanium rail, replacing 80-lb. Bessemer rail; ties: about 12 per cent renewed main line, and 8 per cent Lake Mahopac branch; ballast: 5.80 miles stone ballast renewed main line; stations, new and rebuilt, 5; other buildings, new and rebuilt, 10; station and other buildings extensively repaired, 3; painted, 8; bridges painted, 14; fence, new and rebuilt, 12.02 miles.

Important changes and extensions of tracks: new freight terminal yard, engine house, ash pit, and coaling plant put in service at Brewster, and second track extended to Dykemans, 2.79 miles; additional sidings, 6.45 miles.

New York and Putnam Division.

From.	To.	Length in miles.			Miles of sidings.
		Tr. 1.	Tr. 2.	Total.	
New York city line	Putnam Jct	47.56	....	47.56	13.6
New York city line	Getty Square, Yonkers.	1.68	1.68	3.36	0.1
Baldwin Place	Mahopac Falls	2.05	....	2.05	0.3
Total	.....	51.29	1.68	52.97	14.0

It connects with the Harlem division at Brewster; Lake Mahopac branch at Lake Mahopac; and is located in Westchester and Putnam counties.

Maximum curve.		Maximum grade.			
Degree.	Location nearest station.	%	Length miles.	Direction.	Location nearest station.
8° 00′	Various	2.7231	0.12	Ascending toward Putnam Jct	At Easy View.
16° 00′	900 feet south of Getty Square, Yonkers.	1.700	0.30	Descending toward Getty Square	500 feet north of Park Hill.
12° 9′	At Baldwin Place.	1.7451	0.48	Descending toward Mahopac Falls	2400 feet of Baldwin Pl.

The roadbed is in fair condition; some of the cuts would be improved if underdrained.

The steel and iron bridges and open culverts and cattle-passes are all in fair condition.

The arch, box, and pipe culverts are all in fair condition and free of obstructions to the passage of water.

The cross-ties are in good condition. The main line tracks are tied as follows: 20 per cent oak, 6 per cent yellow pine, 74 per cent chestnut; Yonkers branch, 20 per cent oak, 8 per

cent yellow pine, 72 per cent chestnut; Mahopac Falls railroad, 20 per cent oak, 8 per cent yellow pine, 72 per cent chestnut. Renewed during the year: main line, 14 per cent, Yonkers branch, 9 per cent, and Mahopac Falls railroad, 7 per cent.

The main line is laid with 9.44 miles, single track, 80-lb. Bessemer rail; 38.12 miles 65-lb. Bessemer rail. Both weights of rail are fastened with 36-in., 6-hole angle splices. Yonkers branch is laid with 0.18 mile 80-lb. Bessemer rail fastened with 36-in., 6-hole angle splices, and 3.18 miles of 65-lb. Bessemer rail fastened with 22-in., 4-bolt angle splices. Mahopac Falls railroad with 2.05 miles 65-lb. Bessemer rail fastened with 22-in., 4-bolt angle splices. The rail is in fair condition.

Split rail switches, operated by stiff and automatic switch stands provided with signal targets and lights. Spring rail frogs are generally used as well as a few stiff rail frogs. Derail switches are used apparently where needed.

The ballast is of cinders and of full quantity except on the Mahopac Falls railroad, where it is less than full section in a number of places.

The alignment is fair, but the surface is not so good.

The average length of sections is 5.17 miles, and the track force, including foreman, 6 men in summer and 4 men in winter. Trackwalking is done by members of the gangs. Each gang has a lookout for the protection of the men while working on the track.

At Dunwoodie, Nepperhan, and Elmsford the main line is crossed by trolley lines provided with derails and trolley protection; at Lake Mahopac Junction the Lake Mahopac branch crosses the main line.

Interlocked signals at Lake Mahopac Junction.

Automatic block signals of semaphore pattern are in use between New York and Yonkers, and telegraph block signals between Van Cortlandt Park Junction and Putnam Junction. Train order signals are used as block signals. Except in emergency cases, passenger trains are run under absolute block working. If circumstances render it necessary to allow a passenger train to enter an occupied block, it is to be done only after the signalman has received permission from the train dispatcher by a "19" order for the train to be admitted, and the train which is so forwarded must have a caution card in addition to the train order. Such following trains are held at the block station for ten minutes after the departure of the preceding train.

In reverse blocking (that is, moving trains against each other in opposite directions), if the block is already occupied by a train in opposite direction, the train moving in the other direction is not admitted into the block unless the movement is protected by train order or proper caution card. When trains are scheduled to meet at a non-telegraph station by train orders, the operator at each controlling block station receives a copy of the meeting order of these trains and issues to the train, upon entering the block, a caution card upon which they indorse, "Train — enters block with order No. —".

The right of way and fences are in fair condition.

The highway crossings are well planked and graded. They are protected as follows: Main line: Flagmen without gates, 4; flagmen with gates, 4; electric bells only, 13; unprotected, 29: total 50. Yonkers branch: Flagman without gates, 1; unprotected, 1: total, 2. Mahopac Falls railroad: unprotected, 2: total, 2.

The stations are well maintained, with well kept waiting rooms, etc.

Repairs and improvements: Rail: main line, 2.94 miles, single track, 80-lb. new Bessemer rail, and 6.50 miles, single track, 80-lb. re-layer rail, replacing 65-lb. Bessemer rail; Ballast: main line, 2.50 miles, single track, cinder ballast renewed; Open culverts, etc., repaired: main line, 3; Stations, new and rebuilt, main line, 2; other buildings, new and rebuilt, main line, 3; stations repaired, 1; stations and other buildings painted, 15; fence extensively repaired, 13.44 miles.

Important changes and extensions of tracks: Dunwoodie, 0.4 mile extension of passing siding; Nepperhan, 0.2 mile extension of passing siding; Mount Hope, 0.2 mile extension of passing siding; Croton Lake, 0.1 mile extension of passing siding; Yorktown, 0.4 mile new train and passenger car tracks.

River Division.

Line.	From.	To.	Main track, length in miles.				Miles of sidings.
			Tr. 1.	Tr. 2.	Tr. 3.	Total.	
West Shore R.R.	0.25 miles east of Tappan.	1.77 mi. west of Ravena.	111.17	111.17	9.88	232.22	84.31
Wallkill Valley br.	Kingston...	Montgomery.	32.88	.....	....	32.88	7.11
Rockland Lake br.	Congers....	Rockland Lake.	1.17	.....	....	1.17	.63
Albany br..	Ravena....	Kenwood Jct.	11.55	.....	....	11.55	2.45
Total.....	.....	.....	156.77	111.17	9.88	277.82	94.50

It connects with the New York, Ontario and Western railway at Cornwall, the Erie railroad at Newburgh, the Wallkill Valley railroad at Kingston, and The Delaware and Hudson Company's railroad at Kenwood Junction, using the tracks of the latter road 1.57 miles to reach Albany. It is located in Rockland, Orange, Ulster, Greene, and Albany counties.

Line.	Maximum curve.	
	Degree.	Location from nearest station.
West Shore R.R.....	9° 44′	East of Highland Falls.
Wallkill Valley branch.....	10° 14′	0.4 miles east of Rosendale.
Rockland Lake branch.....	10° 30′	1.0 miles from W. S. main line.
Albany branch.....	3° 00′	0.6 miles west of Selkirk.

Line.	Maximum grade.			
	%	Length, miles.	Direction.	Location from nearest station.
West Shore R.R.....	1.12	0.16	W. ascending.	0.5 mi. east of Blauvelt.
Wallkill Valley branch	1.24	0.14	E. ascending.	0.8 mi. west of Kingston.
Rockland Lake br...	.9921	0.36	E. ascending.	Near Rockland Lake.
Albany branch.....	.7272	0.31	E. ascending.	1.0 mile west of Ravena.

In general, it may be said of the cuts, embankments, and ditches of this division that they closely resemble those of the Hudson division lying on the opposite side of the Hudson river, and the remarks under same heading for that division may be referred as well to this division. From a maintenance standpoint, they appear to be in good condition and with sufficient slope to prevent their sliding from gravity causes. Apparently, rock cuts are watched carefully, and it is noted that telephone connections exist between many of the cuts and telegraph offices, enabling the watchmen to communicate promptly with the telegraph operators, and thence to the train dispatchers, in the event of slides occurring which block tracks or otherwise endanger passing trains.

There are four tunnels on this division, aggregating in length about 5950 feet. They appear to be in good condition as to lining, drainage, etc.

The steel and iron bridges are in good condition.

There are four timber trestles in the main line tracks, aggregating in length about 3165 feet. Two of these trestles have drawbridges. The structures generally are in fair condition, though it would seem that the cost of their upkeep at this time in their life is sufficient to warrant the installation of more permanent structures. It is a mistake to think that a wooden bridge structure is at all economical, and it is doubtful whether they are the cheapest even at first cost. The cost of maintenance, which begins shortly after their building, is always high, and tends to increase in greater proportion each year. Again, in view of the generally inferior quality of timber as compared with that of some years ago, it is not safe to work it so near the ultimate strength as in the case of steel.

No open culverts and cattle-passes in main line and Albany branch. Those in Wallkill Valley railroad main tracks are being replaced by solid floor structures, and where such still exist they are in fair condition.

The arch, box, and pipe culverts appear to be in good condition and free of obstructions to the passage of water.

The cross-ties and percentage in track, are as follows:

Line.	Oak.	Yellow pine.	Chestnut.	Cedar.	Treated.	Renewed since last inspection.
West Shore R.R.....	3.0	96.3	0.4	.....	0.3	15.9
Wallkill Valley branch..	24.0	46.9	27.3	1.8	.....	7.7
Rockland Lake branch.	.....	100.0	.....	.....	.....	16.6
Albany branch.....	.7	95.0	3.4	0.9	.....	10.6

The general condition of the ties is good.

The rail and fastenings are —

Line.	80 lb. Bessemer.			67 lb. Bessemer.			Total miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
West Shore R.R.....	111.17	36″	6	....	.....	....	111.17
Wallkill Valley br.....	....	.....	....	32.88	36″	6	32.88
Rockland Lake br.....	....	.....	....	1.17	36″	4	1.17
Albany br.....	11.55	36″	6	....	.....	....	11.55
Total.....	122.72	.....	....	34.05	.....	....	156.77

The rail is in good condition.

Split switches, switch stands provided with signal targets and lights, and spring rail frogs are used in main line switches. Derail switches are used apparently where needed.

The ballast is generally in good condition, and some of the recent stone ballasting above the average. The ballast situation is shown in statement:

Line.	Ballast used since last inspection, miles.		Present total ballast in track, miles.					
			Track 1.			Track 2.		
	Stone.	Cinders.	Stone.	Gravel.	Cinders.	Stone.	Gravel.	Cinders.
West Shore R.R....	37.2	...	93.07	0.2	17.1	91.97	0.3	18.9
Wallkill Valley br..	.....	1.01	*12.03	17.55	3.30	....	.....	....
Rockland Lake br..	.....	0.16	.....	.....	...	....	.....	....
Albany br.....	.....	2.63	.....	6.60	4.95	....	.....	....
Total.....	37.2	3.80	105.10	24.35	25.35	91.97	0.3	18.9

* Stone dust.

The alignment and surface of the main line are generally good, but on the branches, and especially on the Wallkill Valley railroad, the surfacing is not so good.

The sections and section force are —

Line.	Average miles single main track per section.	Average number men per section, foreman included.		Protection, provided.	Trackwalkers.	Number regular watchmen — bridges, trestles, slopes, etc.
		Summer.	Winter.			
West Shore R.R.	3.63	7.67	4.8	Flags, lanterns, torpedoes.	Track patrolled by member of section gang.	59
Wallkill Valley br	5.48	4.00	3.00	Flags, lanterns, torpedoes.	Track patrolled by member of section gang.	.....
Rockland Lake br	1.17	Part of	Sec. 11	Flags, lanterns, torpedoes.	Track patrolled by member of section gang.	.....
Albany br.....	4.62	4.00	3.00	Flags, lanterns, torpedoes.	Track patrolled by member of section gang.	.....

At Kingston the main line is crossed by two main tracks of the Ulster and Delaware railroad, provided with interlocking, and by one track of the Kingston electric railroad, without interlocking protection, the steam railroad company providing a watchman. The electric line crossing is a dangerous one and some better means of protecting it should be installed at once.

The interlocking and block signaling plants are as follows:

Line.	From.	To.	Total number of levers.	Number of levers in use.	What governing.	Kind of system.
West Shore.	Iona Island.	Middle..	24	18	Middle.....	Mechanical.
West Shore.	Cornwall...	Jct.....	48	46	O. & W. crossing.....	Mechanical.
West Shore.	Newburgh..	So. yard.	36	26	Yard entrance.....	Mechanical.
West Shore.	Kingston...	So. yard.	8	8	Yard entrance.....	Mechanical.
West Shore.	Kingston...	U. & D..	8	8	U. & D. crossing.....	Mechanical.
West Shore.	Kingston...	N. yard..	12	12	From W. B. to roundhouse and yard.....	Mechanical.
West Shore.	Ravena....	S. yard..	8	8	Yard entrance.....	Mechanical.
West Shore.	Ravena....	N. yard.	36	21	Yard entrance.....	Mechanical.
Wallkill Valley R.R..	.....	.....	....	....	.....	Telegraphic blocks.
Albany br..	.....	.....	....	....	.....	Telegraphic blocks.
Rockland Lake br..	.....	.....	....	....	.....	None.
W. S. R.R..	Tappan to West Haverstraw, 14.2 miles, automatic, normally clear. West Haverstraw to Alsen, 71.54 miles, automatic, normally danger. Alsen to Ravena, 25.17 miles, telegraph block system.					

Twelve districts of the line have electric switches in the automatic signal circuits, housed in boxes secured to telegraph poles. The opening of one of these switches in any of the districts will cause the automatic signals nearest the switch, and in both directions, to indicate stop. When either track in the districts covered by this protection is obstructed or unsafe for the passage of trains at usual speed, employees having a knowledge of such conditions are required by the rules of the company, in addition to affording other protection, such as flagging, etc., to open one or more of these electric switches, thus placing the signals in the stop position.

Switch indicators in the form of miniature semaphores are placed at main track switches between West Haverstraw and Kingston, to be consulted before the switch is set for the side track movement. When the indicator semaphore arm is in the horizontal (stop) position (before position of track switch is changed), it indicates: at crossover switches from one main track to the other: train approaching in first or second block on opposite main track; or train in first block in advance of track switch on opposite main track; or both. At other track switches it indicates: train approaching in first or second block to rear of indicator consulted; or train in first block in advance of indicator consulted; or both. The telegraph block system is in use between Kingston and Kenwood Junction and between Kingston and Montgomery.

The right of way is generally in fair condition.

The highway crossings are generally well planked and graded. They are protected as noted below:

Line.	Highway crossings protected by.			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
West Shore R.R.....	12	28	13	43	96
Wallkill Valley br....	.....	1	6	37	44
Rockland Lake br....	.....	.....	.....	3	3
Albany br.....	.....	.....	1	5	6
Total.....	12	29	20	88	149

The station buildings are in good condition and generally well kept, though some improvement in this latter respect would be had through the brickmaking district by stopping the loitering of non-passengers in station waiting rooms.

Repairs and improvements: Rail: West Shore, 58.38 miles single track, new 80-lb. Bessemer replacing 80-lb. Bessemer; Albany branch, 7.75 miles single track, re-layer 80-lb. Bessemer replacing 67-lb. Bessemer; Bridges: West Shore, No. 173, steel truss, replacing wooden truss; No. 70-a, new, rail floor undercrossing; number of trestles replaced by culverts, filling, etc.: Wallkill Valley branch, 7; arches and stone box culverts: West Shore, rebuilt, 2; replaced, 1; stations, new or rebuilt, West Shore, 4; other buildings, new or rebuilt, West Shore, 9; stations and other buildings extensively repaired, West Shore, 1; stations and other buildings painted, West Shore, 16; bridges painted, West Shore, 20.

Fences improved on —

Line.	Miles of fence.	
	New and rebuilt.	Extensively repaired.
West Shore R.R.....	4.25	4.00
Wallkill Valley R.R.....	1.50	2.00
Albany branch.....	2.50	1.00
Total.....	8.25	7.00

The important changes are: West Shore railroad: automatic signals, normally at danger, are being installed Kingston to Ravena; 58,429 cubic yards riprap placed along river banks since September, 1909; temporary station at Catskill; new water supply tank at Iona Island; raising height of trestle and building north abutment of concrete and raising track, bridge 49; 187.5 feet concrete lining and portal, south end West Point tunnel; similar improvements at north end under way. Wallkill Valley branch: bridge No. 19, north abutment strengthened and encased in concrete; south abutment (stone) replaced by concrete abutment; steel not changed.

Mohawk Division:

Line.	From.	To.	Main track, length in miles.					Sidings (miles).
			Track 1.	Track 2.	Track 3.	Track 4.	Total.	
N. Y. C. & H. R.	Rensselaer...	Minoa...	140.45	140.45	139.70	139.70	560.30	271.70
T. & G.....	Rensselaer...	Troy....	5.56	5.56	.....	.....	11.12	11.30
T. & S.....	Schenectady.	Troy....	20.91	.....	.....	.....	20.91	14.53
Tivoli Hollow...	West Albany.	Albany..	1.24	.....	.....	.....	1.24	0.88
W. S. R.R.....	Ravena.....	Syracuse.	145.42	145.42	8.37	.....	299.21	79.67
Totals.....	.....	.....	313.58	291.43	148.07	139.70	892.78	378.08

It connects with The Delaware and Hudson Company's railroad at Albany, Schenectady, and Voorheesville; with the Fonda, Johnstown and Gloversville railroad at Fonda; the Little Falls and Dolgeville railroad at Little Falls; the Rome, Watertown and Ogdensburg railroad at Utica and Rome; the New York, Ontario and Western railway and the Delaware, Lackawanna and Western railroad at Utica; the New York, Ontario and Western railway at Clarks Mills, Oneida Castle, and Oneida; and the Lehigh Valley railroad at Canastota. It is located in Albany,

Schenectady, Montgomery, Herkimer, Oneida, Madison, and Onondaga counties.

Line.	Maximum curve.	
	Degree.	Location from nearest station.
N. Y. C. & H. R.	7° 24′	6 miles east of Little Falls.
T. & G.	4° 57′	2 miles south of Iron Works.
T. & S.	4° 00′	2.3 miles west of Green Island.
Tivoli Hollow R.R.	27° 10′	M. P. 0.84.
West Shore R.R.	5° 20′	Canajoharie.

Line.	Maximum grade.			
	%	Length (miles).	Direction.	Location from nearest station.
N. Y. C. & H. R.	1.63	0.24	Ascending west...	1.35 miles west of Albany
T. & G.	0.33	0.17	Descending north.	0.1 mile south of Forbes Ave.
T. & S.	1.07	0.67	Ascending west...	8 miles west of Green Is.
Tivoli Hollow	2.62	0.07	Ascending west...	M. P. 0.8.
W. S.	0.64	0.23	Ascending west...	0.8 miles west of Fort Plain.

The cuts, embankments, and ditches are generally in fair condition, but owing to their proximity to the Mohawk river for the greater part of the length of the division the very existence of the roadbed depends on the river and its branches being kept under proper control, and this has often to be accomplished by artificial means. In the spring of this year the flooding of the West Canada creek at its mouth, east of Herkimer, caused a blocking of the tracks by ice, etc., to such an extent as to make it necessary to abandon the use of tracks through that territory for several days. The real cause of this particular blockade was the thoroughly bad physical condition of the mouth of the West Canada creek, largely superinduced by the bridges above and below the railroad bridge. In all such streams it is of frequent occurrence that the mouths get choked up by the main river (the Mohawk, in this instance) flooding and backing up the waters of the branch, forming a still water pool in which are deposited the materials brought down by the branch river. In the case in point the bridges across the mouth of the West Canada creek, several in number, acting as a retardent to the flow of the water into the Mohawk, add much to the volume of the deposit in the creek.

In deciding upon a scheme of river bank protection, both shores of the stream should be considered. For example, a resisting bank on one side produces a concavity on the other bank. An obstruction, or a sudden projection, similarly, has the same abrasive effect, the stream turning against the opposite shore. Again, we find the deepest water along the steepest bank. The banks of a river like the Mohawk (and its tributaries) wear more than the bottom. By making the banks of rivers impervious their scour is increased, and therefore the depth of the river. Planting trees (willows, for example) along the banks where the rivers overflow, so as to give a somewhat equal width of waterway, will generally give a good account of itself by causing the formation of more or less of an embankment around the trees. In sloping river banks, the flatter the slopes toward the water the less resistance they offer to the action of currents, and this should be particularly kept in mind when the slope is formed of the lighter materials.

The steel and iron bridges are in good condition. There are no wooden bridges carrying main tracks on this division.

All culverts and cattle-passes on this division have solid floors.

The arch, box, and pipe culverts appear to be in good condition and free of obstructions to the passage of water.

The cross-ties laid and percentages in track are —

Line.	Oak.	Yellow pine.	Cedar.	Renewed since last inspection.
N. Y. C. & H. R.	2	98	.....	9
T. & G.	11	80	9	6
T. & S.	9	60	31	7
Tivoli Hollow	.....	100	.....	.....
W. S.	.....	94	6	7

The general condition of the ties is good.

The rail and fastenings are —

Line.	100 lb. O. H.			100 lb. Bess.		
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.
N. Y. C. & H. R.	7.19	36″	6	322.2	36″	6
T. & G.	.....	.....	.....	.....	.....	.....
T. & S.	.....	.....	.....	.....	.....	.....
Tivoli Hollow	.....	.....	.....	.....	.....	.....
W. S.	.....	.....	.....	.....	.....	.....
Totals	7.19	.....	.....	322.2	.....	.....

Line.	80 lb. Bess.			65 lb. and under Bess.			Total miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
N. Y. C. & H. R.	230.91	36″	6	.....	.....	.....	560.30
T. & G.	11.12	36″	4	.....	.....	.....	11.12
		36″	8				
T. & S.	7.20	36″	6	18.71	36″	4	25.91
					24″	4	
Tivoli Hollow	1.24	36″	6	.....	.....	.....	1.24
W. S.	299.21	22″	.....	.....	.....	.....	299.21
		33″	6				
Totals	549.68	.....	.....	18.71	.....	.....	897.78

The rail is in good condition.

Split switches, switch stands provided with signal targets and lights, and spring rail frogs are used in main track switches. The larger part of the main track switches is operated by interlocking. Derail switches are used apparently where needed.

The main passenger tracks are largely stone ballasted and the main freight tracks ballasted with gravel and cinders. The ballast situation is shown in detail in statement below:

Line.	Ballast used since last inspection, miles.			Present total ballast in track, miles. Track 1.		
	Stone.	Gravel.	Cinder.	Stone.	Gravel.	Cinder.
N. Y. C. & H. R.	34.5	22	.....	103.00	36.0	1.45
T. & G.	.....	.....	.....	5.56	.....	.....
T. & S.	6.5	.....	.....	6.5	13.4	1.00
Tivoli Hollow	.....	.....	.....	.....	1.24	.....
W. S.	0.5	1	6.5	25.5	72.92	47.0
Total	41.5	23	6.5	140.56	123.56	49.45

Line.	Present total ballast in track, miles. Track 2.			Track 3.		
	Stone.	Gravel.	Cinder.	Stone.	Gravel.	Cinder.
N. Y. C. & H. R.	103.0	36.0	1.45	16.0	118.5	5.2
T. & G.	5.56	.....	.....	.....	.....	.....
T. & S.	.....	.....	.....	.....	.....	.....
Tivoli Hollow	.....	.....	.....	.....	.....	.....
W. S.	6.0	77.42	62.0	0.37	6.0	2.0
Total	114.56	113.42	63.45	16.37	124.5	7.2

Line.	Present total ballast in track, miles. Track 4.			Total miles ballast in track at present.
	Stone.	Gravel.	Cinder.	
N. Y. C. & H. R.	17.5	117.0	5.2	560.30
T. & G.	.....	.....	.....	11.12
T. & S.	.....	.....	.....	20.90
Tivoli Hollow	.....	.....	.....	1.24
W. S.	.....	.....	.....	299.21
Total	17.5	117.0	5.2	.....

The alignment and surface of the track are generally good, although the tendency seems toward better line than surface; and this holds good of the other divisions as well. It seems to be almost natural for trackmen to pay more attention to the aligning of track than to its surfacing, while as a matter of fact, if there is any difference to exist in these items, it should be the reverse: that is, in favor of the surfacing, because poor surface makes harder "riding" track than poor alignment. And this is quite natural when it is considered that a moving car follows all the vertical inequalities of the track, but does not necessarily follow all the side inequalities because of the "play" of the axles in the boxes.

The sections and section force are —

Line.	Average miles single main track per section.	Average number men per section, foreman included.	
		Summer.	Winter.
N. Y. C. & H. R.	2.18	12	7
T. & G.	1.84	7	5
T. & S.	4.14	6	4
Tivoli Hollow	1.24	1	1
W. S.	3.93	8	6

Line.	Protection provided.	Track-walkers from section gangs.	Number regular watchmen (bridges, trestles, slopes).
N. Y. C. & H. R.	On West Shore and other portions of the division extra men are put on as watchmen when emergency requires.	2	5 in summer, 7 in winter.
T. & G.		1	
T. & S.		1	
Tivoli Hollow		1	
W. S.		1	

The railroad grade crossings are: Albany: Livingston avenue, D. & H. Co.'s railroad, interlocked; Green Island: D. & H. Co.'s railroad, interlocked; Schenectady: (T. & S.) D. & H. Co.'s railroad, interlocked; South Schenectady: D. & H. Co.'s railroad, interlocked; Voorheesville: D. & H. Co.'s railroad, crossing gates with red target by day, and in addition a red light by night to govern movements of train; Canastota: L. V. railroad, interlocked; Clarks Mills: N. Y., O. & W. railway, interlocked; East New York Mills: D., L. & W. railroad, interlocked; New York Mills: N. Y., O. & W. railway, fixed signals govern.

On the entire division there are 68 interlocking plants with a total of 2534 levers, of which 2127 levers are in use. An interesting and valuable adjunct to these plants is a portable interlocking plant of about 30 levers, mounted on a car. This plant is for use in the event of fire or other accident of considerable extent to any of the fixed plants.

Automatic electric block signals of semaphore pattern are in use in following named territory: tracks 1 and 2: between block stations 9 and 15, 17 and 19, 21 and 30A, and 33 and 36; tracks 3 and 4: between block stations 11 and 21, 22 and 30, and 33 and 36; and on West Shore railroad between block stations BS, RJ, and BS, CJ. In addition, the West Shore railroad has automatic signals for the protection of special points at Little Nose curve, between Randall and Sprakers, and at Rock Cut, east of South Little Falls. The block signals on tracks 1 and 2 between block stations 22 and 30 are the single-arm, three-position, upward inclination type of the same pattern as described under head of block system, electric division. (The territory of the three-position type of block signals is being extended and will shortly comprise the entire Mohawk division main line.) Automatic electric block signals of the disc pattern are in use on the T. & G. branch, between Rensselaer and Iron Works. Telegraphic block signals are in use on the W. S. R. R. in the territory not covered by automatic block signals; also on the Troy and Schenectady branch between Schenectady and Green Island.

The right of way is generally in fair condition.

The highway crossings are generally well planked and graded. These are protected as noted below:

Line.	Highway crossings protected by.			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
N. Y. C. & H. R.	4	44	1	27	76
T. & G.	2	1	.....	1	4
T. & S.	.....	6	.....	6	12
Tivoli Hollow R.	1	.....	.....	.....	1
W. S. R. R.	16	14	9	102	141
Total	23	65	10	136	234

The station buildings are in good condition and well kept.

Rail renewals:

Line.	New rail laid.			Replacing.	
	Kind.	Weight.	Miles single track.	Kind.	Weight.
N. Y. C. & H. R.	O. H.	100	1.84	Bess.	80
N. Y. C. & H. R.	O. H.	100	6.00	Bess.	100
N. Y. C. & H. R.	O. H.	100	24.63	Bess.	80
T. & G.	.....	80	7.12	Bess.	80

New bridges:

Line.	Bridge number.	Kind.	Replacing kind.
N. Y. C. & H. R.	348, 348 A	Wood truss foot bridges	Wood truss foot bridge.
N. Y. C. & H. R.	371 B	Reinforced concrete	Timber trestle.
N. Y. C. & H. R.	.....	30 new signal bridges	
West Shore	W 212	Concrete abutments and steel girders.	Wood trusses and stone abutments.
West Shore	W 251	Steel trusses	Plate girders.
West Shore	W 391	Concrete abutments and plate girder.	Stone abutments and stone girder.
N. Y. C. & H. R.	St. Johnsville.	Steel truss coaling bridge.	Wood truss coaling bridge.

Culverts and cattle-passes: N. Y. C. & H. R.: replaced, 5; filled, 2; T. & G.: replaced, 2; W. S.: replaced, 10.

Line.	Arches and stone box culverts.			Number of bridges having masonry rebuilt or repaired.	Number open culverts and cattlepasses extensively repaired.
	Number rebuilt.	Number replaced.	Number filled.		
N. Y. C. & H. R.	6	1	4	19	1
T. & G.	.....	.....	.....	1	.....
T. & S.	.....	.....	.....	5	.....
W. S.	2	.....	.....	7	1
Total	8	1	4	32	2

Stations and other buildings:

Line.	Other buildings (than stations) new or rebuilt.	Stations and other buildings extensively repaired.	Stations and other buildings painted.	Bridges painted.
N. Y. C. & H. R.	14	19	19	10
T. & G.	.....	.....	1	.....
W. S.	1	2	10	15
Total	15	21	30	25

Fence:

Line.	Miles of fence.	
	New and rebuilt.	Extensively repaired.
N. Y. C. & H. R.	20	17.0
T. & S.	1	.....
W. S.	5.0	8.5
Total	26.0	25.5

Adirondack Division:

Line.	From.	To.	Main track length, miles.	Sidings miles.
			Track 1.	
M. & M.	Herkimer	Malone	173.14	45.03
Hinckley br.	Prospect Jct.	Hinckley	2.96	2.06
Saranac Lake br.	Lake Clear Jct.	Saranac Lake	5.89	1.42
Raquette Lake br.	Clearwater	Raquette Lake	18.13	3.32
St. L. & A.	Malone	International boundary.	10.25	4.62
Totals	.....	.....	210.37	56.45

It connects with the Mohawk division at Herkimer; the Rome, Watertown and Ogdensburg railroad at Remsen; the Raquette Lake railway at Clearwater; the Fulton Chain railway at Fulton Chain; the New York and Ottawa railway at Tupper Lake Junction; The Delaware and Hudson Company's railroad at Saranac Lake and Tekene; Paul Smith's railroad, electric, at Lake Clear Junction; the Rutland railroad at Malone Junction. It is located in Herkimer, Oneida, Hamilton, St. Lawrence, and Franklin counties.

Line.	Maximum curve.	
	Degree.	Location from nearest station.
M. & M.	10° 30′	0.8 miles north of Kast branch.
Hinckley br.	15° 00′	0.16 miles west of Hinckley.
Saranac Lake br.	4° 00′	6 curves from Lake Clear to Saranac Lake.
Raquette Lake br.	11° 00′	0.63 miles west of Bald Mountain.
St. L. & A.	4° 00′	1.83 miles north of Malone.

Line.	Maximum grade.			
	%	Length miles.	Direction.	Location from nearest station.
M. & M.	2.26	0.97	Descending north.	0.23 miles north of Chasm Falls.
Hinckley br.	1.22	0.64	Ascending east	0.7 miles east of Prospect Jct.
Saranac Lake br.	1.95	0.14	Descending east	3.2 miles east of Lake Clear.
Raquette Lake br.	2.56	0.32	Ascending east	1.2 miles east of Rondax
St. L. & A.	....	.....	.....	1.4 miles north of Malone.

The cuts, embankments, and ditches are of generally good cross-section. They are apparently stable and free of slides. A large portion of the division lies in the Adirondack mountains and its maintenance presents some features not met with to such an extent on the other divisions of the New York Central and Hudson River railroad: the destructive effect of violent intersecting torrential streams, often carrying large masses of heavy material; the risk of slides, both earth and rock, which in many cases can not be avoided, as well as those peculiar to treacherous loose formations which, though not tending to slip in masses, are constantly crumbling away; and the obstructions caused by heavy snowfalls. The difficulties caused by snow are usually taken care of by snow-fences, and those due to the running water by more or less developed systems of main drainage. The keeping of waterways free of obstructions to the passage of water is, then, one of the chief points to be observed in order to afford proper protection to the roadbed of this division. The clearance of the waterways is generally well attended to, though in some instances obstructions in the form of boulders were noticed at up-stream ends of such openings. It may be remarked,

in passing, that the best method of protection against snowdrifts is afforded by woods, and that all risk of the occurrence of snowdrifts may be disregarded in a well wooded country. It is, perhaps, needless to call attention to the fact that the preservation of the forest growth in the direction of the prevailing winds will always accrue to the benefit of the railroad.

The steel and iron bridges, wooden bridges, timber trestles, open culverts and cattle-passes, and arch, box, or pipe culverts are in good condition.

Following is a statement of the percentage of each kind of ties in use and the renewals made during the year:

Line.	Oak.	Yellow pine.	Cedar.	Miscellaneous.	Renewed during year.
M. & M.	4	64	32	.....	7
Hinckley br.	1	9	90	.....	5
Saranac Lake br.	4	56	40	.....	7
Raquette Lake br.	.....	15	60	25	5
St. L. & A.	3	58	39	.....	8

Rail and fastenings:

Line.	80 lb. Bess.			75 lb. Bess.		
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.
M. & M.	63.59	36″	6	107.49	30″	6
Hinckley br.	.....	.....	.....	0.35	30″	6
Saranac Lake br.	.....	.....	.....	5.89	30″	6
Raquette Lake br.	.....	.....	.....	2.00	30″	6
St. L. & A.	2.75	.....	.....	7.50	30″	6
Total	66.34	.....	.....	123.23	.....	.....

Line.	67 lb. Bess.			65 lb. and under Bess.			Total miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
M. & M.	.....	.....	.....	2.06	36″	6	173.14
Hinckley br.	.....	.....	.....	2.61	22″	4	2.96
Saranac Lake br.	.....	.....	.....	.....	.....	.....	5.89
Raquette Lake br.	6.07	36″	6	10.06	22″	4	18.13
St. L. & A.	.....	.....	.....	.....	.....	.....	10.25
Total	6.07	.....	.....	14.73	.....	.....	210.37

The rail is in fair condition on the main line, but that of the branch lines, particularly the Raquette Lake branch, needs some renewals.

Split switches, operated by automatic switch stands provided with signal targets and lights, are used. Apparently derail switches are installed where needed.

The ballast situation is shown in statement below:

Line.	Ballast used since last inspection, miles.		Present total ballast in track, miles.			Total.
			Track 1.			
	Stone.	Cinder.	Stone.	Gravel.	Cinder.	
M. & M.	1.0	1.5	17.5	89.5	66.14	173.14
Hinckley br.	.....	.....	.....	.....	2.96	2.96
Saranac Lake br.	.....	.....	.....	2.89	3.0	5.89
Raquette Lake br.	.....	.....	.....	18.13	.....	18.13
St. L. & A.	.....	.....	.....	10.25	.....	10.25
Total	1.0	1.5	17.5	120.77	72.10	210.37

The alignment is fair, but the surfacing is not so good.

Sections and section force:

Line.	Average miles single main track per section.	Average number men per section, foreman included.	
		Summer.	Winter.
M. & M.	5.22	6	4
Saranac Lake br.	5.63	5	4
Raquette Lake br.	6.04	5	3
Hinckley br.	2.87	5	3
St. L. & A.	5.64	6	3

Line.	Protection provided.	Trackwalkers from section gangs.	Number regular watchmen (bridges, trestles, slopes, etc.)
		Number.	
M. & M.	Extra men are put on as watchmen when emergency requires.	34	Day and night fire patrolmen as required by F., F. & G. Com.
Saranac Lake br.		1	
Raquette Lake br.		3	
Hinckley br.		1	
St. L. & A.		3	

Grade crossings of railroads: Tupper Lake Junction: with the New York and Ottawa railway; the trains of both lines in crossing are governed by home semaphore signals; Malone Junction: with the Rutland railroad; the signal governing the crossing is of the ball type: a red ball by day or a red light by night displayed at the top of the signal mast indicates that the Adirondack division trains have the right to cross, and when no signal is displayed from top of mast the Rutland railroad trains have the right to cross.

There is no interlocking in use.

The telegraph block is used, train order signals being used as block signals.

The right of way is generally in fair condition; particular attention has been paid to clearing it of inflammable materials in order to reduce the risk from forest fires.

The highway crossings are generally well planked and graded. They are protected as shown below:

Line.	Highway crossings protected by.		Unprotected.	Total.
	Flagmen without gates.	Electric bells only.		
M. & M.	.....	6	59	65
Hinckley br.	.....	.....	4	4
Saranac Lake br.	1	.....	4	5
Raquette Lake br.	.....	.....	4	4
St. L. & A.	.....	.....	8	8

The stations are in good condition and well kept.

Rail renewals:

Line.	New rail laid.			Replacing.	
	Kind.	Weight.	Miles single track.	Kind.	Weight.
M. & M.	Bess.	80 lb.	25.30	Bess.	75 lb.
Hinckley br.	.....	.....	.....	.....	.....
St. L. & A.	Bess.	80 lb.	2.75	.....	.....

Line.	Relayer rail laid.			Replacing.	
	Kind.	Weight.	Miles single track.	Kind.	Weight.
M. & M.	Bess.	75 lb.	1.0	Bess.	65 lb.
Hinckley br.	.....	.....	.....	.....	.....
St. L. & A.	.....	.....	.....	.....	.....

New bridges:

Line.	New.		Replacing.
	Bridge number.	Kind.	Kind.
St. L. & A.	A–5	D. Pl. G. 42′	D. Pl. G. 45′
St. L. & A.	A–29	D. Pl. G. 33′	D. Pl. G. 35′

Trestles rebuilt, on the M. & M., 1.

Arches and stone box cluverts replaced, on the M. & M., 1.

Bridges having masonry rebuilt or repaired, on the M. & M., 1; St. L. & A., 1; Fulton Chain, 1.

Open culverts and cattle-passes extensively repaired, on the St. L. & A., 1.

Line.	Wood boxes replaced.	Wood boxes filled.	
M. & M.	4	.....	Nine bridges waterproof and concrete ballast.
Raquette Lake br.	24	1	Includes R.13 replaced with concrete arch.
Fulton Chain Ry.	1	.....	
Total	29	1	

Stations and other buildings, new or rebuilt, extensively repaired or painted:

Line.	Other buildings new or rebuilt.	Station and other buildings extensively repaired.	Station and other buildings painted.
M. & M.	5	8	32
Saranac Lake br.	1	.....	.....
Raquette Lake br.	2	2	.....
St. L. & A.	1	.....	.....
Total	9	10	32

Bridges painted: On the M. & M., 2; Raquette Lake br., 4; St. L. & A., 1; Fulton Chain, 1: Total, 8.

Fence, new, rebuilt, and repaired:

Line.	Miles of fence.	
	New and rebuilt.	Extensively repaired.
M. & M.	2.17	5.37
Hinckley br.	.....	0.5
St. L. & A.	.....	0.54
Total.	2.17	6.41

Yard and passing track extensions: White Lake: new siding for Geo. C. Wood Ice Co. 2600 ft. long; Tupper Lake: new steam crane and cripple track, 1650 ft. of track; Malone: new freight house siding, engine storage tracks, and coal trestle, 2500 ft. of track.

New work and special improvements: 470 ft. of toe wall for building riprap bank built; 70 ft. of 18 ft. concrete wall built.

New fuel oil tanks built:

	Old.	Present.	Storage.
Utica	2 tanks.	5 tanks.	32607 gallons.
Fulton Chain	0 tanks.	2 tanks.	12374 gallons.
Tupper Lake Jct.	1 tank.	4 tanks.	25584 gallons.
Saranac Lake	0 tanks.	2 tanks.	12374 gallons.
Malone	2 tanks.	5 tanks.	32607 gallons.

Western and Buffalo Divisions:

Line.	From — To.	Main track length, miles.							Siding, miles.
		Track 1.	Track 2.	Track 3.	Track 4.	Track 5.	Track 6.	Total.	
Main line	Minoa — Buffalo	157.65	157.65	150.18	150.18	0.54	0.52	616.72	370.39
Attica br.	Batavia — Attica	10.67	.....	.....	.....	.....	.....	10.67	1.31
Batavia & Tonawanda br.	Batavia — North Tonawanda	6.13	1.66	.....	.....	.....	.....	7.79	2.46
Buffalo & Niagara Falls br.	Buffalo — Niagara Falls	21.82	21.53	.....	.....	.....	.....	43.35	53.09
Buffalo Belt Line	William street — North Buffalo	7.22	7.23	.....	.....	.....	.....	14.45	17.7
Can. & Batavia br.	Canandaigua — Batavia	0.28	.....	.....	.....	.....	.....	.....	.89
Lewiston br.	Suspension Bridge — Lewiston	5.51	.....	.....	.....	.....	.....	5.51	2.36
Rochester & Niagara Falls	Rochester — Niagara Falls	3.11	3.04	.....	.....	.....	.....	6.15	44.15
Tonawanda & Lockport	North Tonawanda — Lockport Jct.	11.15	.....	.....	.....	.....	.....	11.15	4.49
Syracuse Junction	DeWitt — Oswego Jct	8.31	8.31	.....	.....	.....	.....	16.62	5.29
Auburn br.	Syracuse — Rochester	0.03	.....	.....	.....	.....	.....	0.03	8.4
G. & L. br.	Lyons — Geneva	0.35	.....	.....	.....	.....	.....	0.35	.....
Chenango br.	Syracuse — Earlville	42.72	.....	.....	.....	.....	.....	42.72	11.61
West Shore	DeWitt — Buffalo	148.08	148.08	.....	.....	.....	.....	296.16	122.75
Terminal R.R.	Depew — West Seneca	11.02	11.02	.....	.....	.....	.....	22.04	22.58
R., W. & O.	Syracuse — Pulaski	0.13	.....	.....	.....	.....	.....	0.13	.....
Total		434.18	358.52	150.18	150.18	0.54	0.52	1,094.12	667.47

It connects with the Rochester division at Akron Junction; the Erie railroad at Batavia, Mortimer, Buffalo, and Tonawanda; the Pennsylvania railroad at Genesee Junction and Buffalo; Pennsylvania division at Lyons; Lehigh Valley railroad at Mortimer and Rippleton; Lake Shore railway at Buffalo; Buffalo, Rochester and Pittsburgh railroad, Buffalo; Nickel Plate railroad, Buffalo; Delaware, Lackawanna and Western railroad, Syracuse and Buffalo; Ontario division at Syracuse and Suspension Bridge; Grand Trunk railway at Suspension Bridge and Black Rock; Michigan Central railroad at Suspension Bridge; Buffalo, Hamilton and Toronto railroad at Black Rock; and is located in Onondaga, Cayuga, Wayne, Monroe, Genesee, and Erie counties.

Line.	Maximum curve.	
	Degree.	Location from nearest station.
Main line	5° 54′	3472′ west of Rochester station.
Attica br.	2° 0′	Attica station.
Batavia & Tonawanda br.	3° 0′	2041′ east of North Tonawanda station.
Buffalo & Niagara Falls br.	16° 0′	2200′ west of Buffalo station.
Buffalo Belt Line	4° 10′	East Ferry street.
Can. & Batavia br.	0° 30′	1330′ east of Batavia station.
Lewiston br.	21° 0′	5470′ south of Lewiston station.
Rochester & Niagara Falls	6° 7′	0.2 miles south of Suspension Bridge.
Tonawanda & Lockport	.....	
Syracuse Junction br.	2° 0′	1000′ west of East Syracuse.
Auburn br.	.....	
G. & L. br.	2° 0′	193′ east of Lyons.
Chenango br.	5° 0′	2814′ west of Georgetown.
West Shore	3° 30′	8533′ east of Clyde.
Terminal R.R.	6° 0′	4683′ west of Depew.
R., W. & O.	.....	

Line.	Maximum grade.			
	%	Length miles.	Direction.	Location from nearest station.
Main line	1.0146	275′	Descending	8536′ east of Syracuse station.
Attica branch	0.9	0.78	Ascending	723′ north of Attica station.
Batavia & Tonawanda branch	1.4168	0.123	Descending.	706′ east of North Tonawanda station.
Buffalo & Niagara Falls branch	2.38	0.08	Ascending.	3096′ west of Buffalo.
Buffalo Belt Line	0.7	1.23	Ascending.	Broadway station.
Can. & Batavia branch	0.1338	.....	Ascending.	Batavia station.
Lewiston branch	2.4145	0.104	Descending.	1420′ south of Lewiston
Rochester & Niagara Falls	0.57	0.39	Ascending.	1460′ west of Suspension Bridge station.
Tonawanda & Lockport	0.3124	0.987	Descending.	Lockport Jct., west.
Syracuse Jct. branch	0.8898	0.17	Ascending.	31150′ west of East Syracuse.
Auburn branch	0.1305	85.	Ascending.	Brighton station.
Geneva & Lockport branch	0.40	0.056	Descending.	Lyons station.
Chenango branch	2.175	0.152	Descending.	7058′ west of Lebanon.
West Shore	0.7453	0.284	Descending.	East Buffalo.
Terminal R.R.	1.01	.378	Descending.	2900′ west of Depew.
R., W. & O.	.....	.....	.....	

The line runs through a low lying country and therefore has but few heavy cuts and embankments. On a portion of the West Shore railroad, where a revision of the line has been made for the purpose of reducing the grades and curves, some cuts and embankments of considerable height have been made. On all parts of the line the cross-section is well developed and the slopes free of slides. In many places underdrainage would materially help the local drainage situation.

The bridges are in good condition. There are no wooden bridges of any description in the main tracks. There are two drawbridges, both at North Tonawanda, in good condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The following statement shows the percentage of cross-ties of each kind in use and the renewals during the year:

Line.	Oak.	Yellow pine.	Cedar.	Cypress.	Treated.	Miscellaneous.	Renewed since last inspection.
Main line	1	96	.....	....	3	.....	11
Attica br.	6	61	28	5	.....	.....	7
Batavia & Tonawanda br.	3	97	.....	....	.....	.....	5
Buffalo & Niagara Falls br.	2	98	.....	....	.....	.....	10
Buffalo Belt Line	....	89	.....	....	11	.....	1
Can. & Bat. br.	....	100	.....	....	.....	.....	2
Lewiston br.	2	98	.....	....	.....	.....	3
Rochester & Niagara Falls	2	98	.....	....	.....	.....	3
Tonawanda & Lockport	2	98	.....	....	.....	.....	8
Syracuse Jct. br.	....	97	.....	....	.....	3	13
Auburn br.	....	98	.....	....	.....	2	10
G. & L. br.	....	90	.....	....	.....	10	3
Chenango br.	....	98	2	....	.....	.....	11
West Shore	....	91	.....	....	.....	9	14
Terminal R.R.	5	95	.....	....	.....	.....	10
R., W. & O.	....	98	.....	....	.....	2	7

The ties are in good condition.

Rail and fastenings, in miles:

Line	100 lb. O. H.	100 lb. Bess.	80 lb. O. H.	80 lb. Bess.	141 lb.	67 lb. Bess.	65 lb. and under Bess.	Total
Main line	24.19	335.92	2.05	251.88	2.68	.....	.....	616.72
Attica br.	.....	.....	.....	0.26	....	.04	10.37	10.67
Batavia & Tonawanda br.	0.02	.....	.....	3.94	....	.....	3.83	7.79
Buffalo & Niagara Falls br.	.....	.....	.....	42.55	0.80	.....	.....	43.35
Buffalo Belt Line	.....	.....	.....	14.45	....	.....	.....	14.45
Can. & Batavia br.	.....	.....	.....	0.28	....	.....	.....	0.28
Lewiston br.	.....	.....	.....	5.51	....	.....	.....	5.51
Rochester & Niagara Falls	.....	.....	.....	6.15	....	.....	.....	6.15
Tonawanda & Lockport br	.....	.....	.....	11.15	....	.....	.....	11.15
Syracuse Jct.	.....	2.68	5.00	8.94	....	.....	.....	16.62
Auburn br.	.....	0.03	.....	.....	....	.....	.....	0.03
G. & L. br.	.....	.....	.....	0.35	....	.....	.....	0.35
Chenango br.	.....	.....	.....	0.37	....	11.97	30.38	42.72
West Shore	.....	.....	6.17	258.75	....	31.24	.....	296.16
Terminal R.R.	.....	.....	.....	22.04	....	.....	.....	22.04
R., W. & O.	.....	.....	.....	0.13	....	.....	.....	0.13
Total	24.21	338.63	13.22	626.75	3.48	43.25	44.58	1094.12

The rail is fastened in nearly all cases with splices 36 inches in length with 6 bolts. The exceptions are as follows: on the main line 2.68 miles of 141-lb. rail, and on the Buffalo and Niagara Falls branch 0.8 mile of the same weight, are connected by 32-in. splices with 12 bolts; on the Attica branch, 10.37 miles of 65-lb. rail are connected by splices 24 in. in length with 4

bolts; and on the Chenango branch, 30.38 miles of the same weight are connected by splices 36 in. in length with 4 bolts. The rail generally is in good condition.

Split switches, automatic switch stands with signal targets and lights, and spring rail frogs are used. The greater part of the main track switches are operated by interlocking. Derailing switches are used where needed. The switch work is in good condition.

The ballasting of the division is shown in statement following:

Ballast used since last inspection, miles:

Line.	Stone.	Gravel.	Cinder.
Main line	32.46	54.5	Chenango br.
Rochester & Niagara Falls br.	3.2	.....	3
Syracuse Jct. br.	.....	1½	.....
West Shore	.....	32.65	2

Present total ballast in track, miles:

Line.	Track 1.			Track 2.		
	Stone.	Gravel.	Cinder.	Stone.	Gravel.	Cinder.
Main line	64.2	93.45	.....	48.93	108.72	.....
Attica br.	.....	3.25	7.42	.....	.....	.....
Batavia & Tonawanda br.	.....	4.63	1.5	.....	1.66	.....
Buffalo & Niagara Falls br.	21.82	.....	.....	21.53	.....	.....
Buffalo Belt Line*	.....	.....	.....	.....	.....	.....
Can. & Batavia br.	.....	0.28	.....	.....	.....	.....
Lewiston br.	.....	4.51	1.0	.....	.....	.....
Rochester & Niagara Falls br.	1.60	1.5	.....	1.6	1.45	.....
Tonawanda & Lockport br.	2.3	.....	8.85	.....	.....	.....
Syracuse Jct. br.	.....	3.00	5.31	.....	3.00	5.31

* Being revised.

Line.	Track 3.		Track 4.		Total.
	Stone.	Gravel.	Stone.	Gravel.	
Main line	3.62	146.56	3.54	146.64	615.66
Attica br.	.....	.....	.....	.....	10.67
Batavia & Tonawanda br.	.....	.....	.....	.....	7.70
Buffalo & Niagara Falls br.	.....	.....	.....	.....	43.35
Buffalo Belt Line*	.....	.....	.....	.....	.....
Can. & Batavia br.	.....	.....	.....	.....	0.28
Lewiston br.	.....	.....	.....	.....	5.51
Rochester & Niagara Falls br.	.....	.....	.....	.....	6.15
Tonawanda & Lockport br.	.....	.....	.....	.....	11.15
Syracuse Jct. br.	.....	.....	.....	.....	16.62

Line.	Track 1.			Track 2.		Total.
	Stone.	Gravel.	Cinder.	Gravel.	Cinder.	
Auburn br.	.....	.....	0.3	.....	.....	0.3
G. & L. br.	.....	0.35	.....	.....	.....	0.35
Chenango br.	.....	.....	42.72	.....	.....	42.72
West Shore	.....	5.58	142.5	139.5	8.58	296.16
Terminal R.R.	.....	.....	11.02	.....	11.02	22.04
R., W. & O.	.....	0.13	.....	.....	.....	0.13

The alignment and surface are generally good.

Sections and section force:

Line.	Average miles single main tr. per sec.	Average No. men per section, foreman included.	
		Summer.	Winter.
Main line	12.86	10	6
Attica branch	10.47	5	3
Batavia & Tonawanda branch	10.15	6	4
B. & N. F. branch	12.00	7	5
Buffalo Belt Line	12.56	7	4
Can. & Bat. branch (on main line section)	.....	.....	.....
Lewiston branch	7.73	5	3
Rochester & Niagara Falls branch	10.28	6	4
Ton. & Lock. branch	5.96	4	3
Syracuse Junction branch	10.12	8	6
Auburn branch (on main line section)	.....	.....	.....
G. & L. branch (on main line section)	.....	.....	.....
Chenango branch	6.20	4	3
West Shore	9.79	7	5
Terminal R.R.	11.56	8	6
R., W. & O. (on main line section)	.....	.....	.....

Line.	Protection provided.	Track-walkers from sec. gangs, No.	No. regular watchmen, bridges, trestles, slopes, etc.
Main line	Flags, torpedoes, lanterns.	1	.....
Attica branch	Flags, torpedoes, lanterns.	1	.....
Bat. & Ton. branch	Flags, torpedoes, lanterns.	1	.....
B. & N. F. branch	Flags, torpedoes, lanterns.	1	.....
Buffalo Belt Line	Flags, torpedoes, lanterns.	1	.....
Can. & Bat. branch (on main line section)	Flags, torpedoes, lanterns.	1	.....
Lewiston branch	Flags, torpedoes, lanterns.	1	3
Roch. & Niagara Falls branch	Flags, torpedoes, lanterns.	1	.....
Ton. & Lock. branch	Flags, torpedoes, lanterns.	1	.....
Syracuse branch	Flags, torpedoes, lanterns.	1	.....
Auburn br. (on main line sec.)	Flags, torpedoes, lanterns.	1	.....
G. & L. branch	Flags, torpedoes, lanterns.	1	.....
Chenango branch	Flags, torpedoes, lanterns.	1	1
West Shore	Flags, torpedoes, lanterns.	1	.....
Terminal R.R.	Flags, torpedoes, lanterns.	1	.....
R., W. & O. (on main line sec.)	Flags, torpedoes, lanterns.	1	.....

Grade crossings of railroads: Akron Junction: with Rochester division, interlocked; Batavia: with Erie railroad (Attica branch), interlocked; Genesee Junction: with Pennsylvania railroad (N. C. R. R.), interlocked; Lyons: with Pennsylvania division, interlocked; Mortimer: with Erie and Lehigh Valley railroads, gates; Rippleton: with L. V. railroad, targets (revolving); Salina: with Ontario division, interlocked; Syracuse (B. S. 1-A): with D., L. & W. railroad, interlocked; Syracuse (Magnolia St.): with D., L. & W. railroad, interlocked; Syracuse (W. S. R. R.): with Ontario division, interlocked; Syracuse (N. Y. C. Passenger Station): with Ontario division, interlocked; Buffalo: with Erie railroad, interlocked; and with Pennsylvania railroad, interlocked; Buffalo, Scott street, Ohio Street line: with L. V. railroad, interlocked signals; North Tonawanda: with Erie railroad, interlocked; Suspension Bridge: with Erie railroad, interlocked.

Interlocking and block system:

Line.	Location. From	Location. To	Number of plates.	Total number levers.	Number of levers in use.	Kind of system.
Main line	Exchange st. station.	Stock Yards	7	315	286	Low pressure pneumatic excepting B. S. 49, which is all electric. No block system.
	Stock Yards	East Buffalo	2	136	85	Lock and block. Low pressure pneumatic.
	East Buffalo	Dellwood	1	64	51	Automatic and manual controlled interlocking.
	Dellwood	Batavia	4	136	103	Automatic, lock and block manual controlled interlocking.
	Batavia	Rochester	11	352	271	Lock and block, manual controlled except B. S. 40. All electric.
	Rochester	Lyons	15	485	424	Automatic lock and block, manual control except 25 and 25a. Low pressure pneumatic.
	Lyons	Syracuse	17	541	473	Lock and block, manual control except B. S. –2. Electric pneumatic.
	Syracuse	Minoa	2	44	37	Automatic and lock and block, manual controlled.
Ohio St. Conn	B. S. 52	Docks	1	.....	.....	Target of L. V. R.R. Crossing.
Buffalo Yard at Seneca St.	.....	.....	1	10	10	No block. P. R.R. & B. C. jct. mechanical interlocking.
Main line	East Buffalo	Minoa	181	181	.....	Controlling dist., switch signals, bolt locking switches. Electric locking outlying switches. Not worked from block stations. Manual controlled.
Attica branch	.....	.....	.....	.....	.....	Telegraph block, manual controlled.
Batavia & Tonawanda	N. Tonawanda	Tonawanda Jct.	2	28	27	Telegraph block, manual controlled. Mechanical interlocking.
Buffalo & Niagara Falls	Crosstown Jct.	Black Rock	4	116	104	Upper quadrant, automatic.
	Amherst St.	B. S. "H"	2	68	62	Upper quadrant, automatic.
	North Buffalo Jct.	Suspension Bridge	10	344	287	Automatic, manual controlled mechanical interlockings excepting B. S. 65 of Suspension Bridge, which is low pressure pneumatic.
Roch. & Niagara Falls	Rochester	Rochester	1	24	34	Lock and block, manual controlled.
Tonawanda & Lockport	N. Tonawanda	Lockport Jct.	3	36	35	Mechanical interlocking.
Syracuse Jct.	Syracuse Jct.	East Syracuse	1	8	8	Telegraph block, manual control.
Chenango branch	Syracuse	Earlville	.....	22	22	Telegraph block distant switch signals, manual control.
West Shore	Bowmansville	East Wood	5	59	46	Telegraph block, manual controlled except B. S. No. 2a. Electro pneumatic.
West Shore	Bowmansville	East Wood	.....	151	151	Controlling distant switch and bolt locking switches, operating orders and caution signals. Manual controlled. Not operated from block stations.
Terminal Ry.	Depew	W. Seneca	1	20	12	No block, manual controlled. Mechanical interlocking at P. R.R. grade crossing.
Buffalo Belt line	William St.	Military Rd.	4	50	45	No block system, manual controlled. Mechanical interlocking at Military Rd. Hand switches bolt locked with signals at other points.

Where the three-position automatic block signals are in use on this division the same operating conditions obtain as given under head of block system, electric division. At present the installation of the three-position type of signals is in progress. Lock and block signals are in use on the main line except at certain interlocking points: between DeWitt and East Buffalo on tracks 1 and 2; and between DeWitt and Harlem avenue (near East Buffalo) on tracks 3 and 4. The blocking of trains where there is interlocking (as per exception noted above) is governed by special time-table instructions which include the special methods of block working. Telegraph block system, using train order signals for blocking purposes, is in use on the West Shore railroad between Syracuse and East Buffalo; between Syracuse Junction and Salina on tracks 3 and 4; and on the Chenango branch.

On the West Shore railroad there is a large number of caution signals, in addition to the block signals, the function of which is to govern the speed of trains at such points.

On the four-track lines, when it is necessary to divert a train from tracks 1 and 2 a blue hand-signal is displayed on the side of the block station toward which the train is approaching, and the fixed signal is kept in the stop position until the train to be diverted has come to a stop and the engineman has acknowledged the blue signal by two blasts of the whistle, after which the local signals and switches are set for the diverting movement.

At a number of points in and around Buffalo terminal (including East Buffalo, North Tonawanda, and Depew Junction), on the freight tracks, the block system is not in service. In this district, trains run from where stationary yellow semaphore arms are located, and from intermediate points, to the next home or block signal governing their movements, prepared to stop unless the main track is seen or known to be clear.

The right of way is in good condition.

The highway crossings are well planked and graded. They are protected as noted:

Line	Flagmen without gates.	Flagmen with gates.	Electric bells only.	Unprotected.	Total.
Main line	42	44	7	62	155
Attica branch	4	.....	.....	10	14
Bat. & Ton. branch	2	.....	.....	4	6
Buffalo & Niagara Falls branch	30	12	5	7	54
Buffalo Belt line	2	1	.....	.....	3
Canandaigua & Batavia branch	1	.....	.....	.....	1
Lewiston branch	1	.....	1	3	5
Rochester & Niagara Falls	4	4	.....	.....	8
Tonawanda & Lockport branch	5	1	.....	11	17
Syracuse Jct. branch	.....	.....	.....	7	7
Auburn branch	.....	.....	.....	.....	.....
G. & L. branch	.....	.....	.....	.....	.....
Chenango branch	.....	.....	1	41	42
West Shore	21	15	7	113	156
Terminal R.R.	.....	.....	.....	11	11
R., W. & O.	1	.....	.....	.....	1

The stations are in good condition and well kept.

Repairs and improvements:

Rail renewals:

Line.	New rail laid.			Replacing.	
	Kind.	Wt.	Miles sing. tr.	Kind.	Wt.
Main line	L. S. '10	100 lb.	9.84	Car. '01, Mary. '03.	.....
	Penn. Steel Co.	141 lb.	0.34	Car. '03 L. S. '04	.....
	L. S. '10	80 lb.	2.16	.....	80 lb.
B. & N. F. br.	L. S. '10	80 lb.	11.61	L. I. & S. '97	80 lb.
Bfo. Belt line	Being revised.				
T. & L. br.	L. S. '10 F. T.	80 lb.	9.28	L. I. & S. '92	65 lb.
Syr. Jct. br.	L. S. '10 F. T.	80 lb.	5.00	Carnegie '03	80 lb.
Chenango br.	.....	.....	.....	.....	.....
West Shore	L. S. Co. F. T.	80 lb.	6.17	.....	.....
	L. S. Co. '09-'10	80 lb.	22.00	L. I. & S. Co. '82	67 lb.
			16.55		
Total	.....	.....	82.95	.....	.....

Line.	Re-layer rail.			Replacing.	
	Kind.	Wt.	Miles sing. tr.	Kind.	Wt.
Main line	L. S.	100 lb.	26.42	Car. '03	.....
	L. S. '05	100 lb.	16.00	L. I. & S. '01.	80 lb.
B. & N. F. branch	.....	.....	.....	.....	.....
Bfo. Belt line	Being revised.				
T. & L. br.	.....	.....	.....	.....	.....
Syr. Jct. branch	.....	100 lb.	2.68	.....	80 lb.
Chenango branch	.....	67 lb.	4.73	.....	65 lb.
West Shore	.....	.....	.....	.....	.....
Total	.....	.....	49.83		

Arches and stone box culverts rebuilt: Main line, 1; West Shore R. R., 8.

Bridges having masonry rebuilt or repaired: Main line, 2; Lewiston branch, 1; Chenango branch, 4; West Shore R. R., 4.

Open culverts and cattle-passes extensively repaired: Main line, 1; Syracuse Junction branch, 6.

Stations, new or rebuilt: Main line, 3.

Other buildings, new or rebuilt: Main line, 19; Buffalo and Niagara Falls branch, 3; West Shore R. R., 2.

Stations and other buildings extensively repaired: Main line, 5.

Stations and other buildings painted: Main line, 24.

Bridges painted: Main line, 33; Syracuse Junction branch, 9; Chenango branch, 13; West Shore R. R., 14.

Fence, in miles:

Line.	New and rebuilt.	Extensively repaired.
Main line	14.38	23.96
Batavia & Tonawanda branch	.....	0.73
Buffalo & Niagara Falls	0.48	1.8
Buffalo Belt line	0.06	0.7
Rochester & Niagara Falls	0.12	.....
Tonawanda & Lockport branch	.....	2
Syracuse Jct. branch	2.5	1
Chenango branch	1.3	16
West Shore	8.0	11
Terminal R.R.	0.17	3

New bridges:

Line.	New.		Replacing.
	Br. No.	Kind.	Kind.
Main line	40	38 signal bridges, 1 through plate, 1 through lattice and girder.	
B. & N. F. branch	3	2 signal bridges, 1 concrete arch.	1 wood trestle.
Buffalo Belt line	21	7 through girder, 5 I-beam and plate, 1 rail floor, 4 concrete arch, 4 concrete and steel.	1 deck plate and deck lattice.
Lewiston branch	1	1 deck plate	1 deck lattice.
Chenango branch	2	2 through girder	
West Shore	10	1 rail floor, 1 long through, 1 pony lattice, 3 deck plate, 3 through girder, 1 concrete arch.	1 deck plate, 1 stone arch, 1 wood truss.

Trestles replaced, culverts and cattle-passes rebuilt and replaced:

Line.	No. of trestles replaced by		No. of culverts and cattle-passes.	
	Span bridges.	Culverts, filling, etc.	Rebuilt.	Replaced.
Buffalo & N. F. branch	1	.....	.....	3
Chenango branch	2	11	.....	2
West Shore	.....	1	15	4
Terminal R.R.	.....	.....	7	.....

New work and special improvements: 32.65 miles second track on W. S. railroad; 1.9 miles siding in Minoa yard; 6 miles siding in Maplewood; 4 miles of Belt Line grade elimination practically completed; 3 team yards built in Buffalo district; car repair shop built at East Buffalo; car repair shop built at Suspension Bridge.

Pennsylvania Division:

Line.	From.	To	Main track, length, miles.			Sidings, miles.
			Track 1.	Track 2.	Total.	
Main line	Lyons	State line (Lewisville)	85.37	71.77	157.14	67.98
Penn Yan br.	Dresden	Penn Yan	6.55	.....	6.55	4.01
Corning br.	Corning Jct.	Corning	0.75	0.73	1.48	13.20
Total	.....	.....	92.67	72.50	165.17	85.19

It connects with the Erie railroad and Delaware, Lackawanna and Western railroad at Corning; the Pennsylvania railroad at Himrods Junction; the Lehigh Valley railroad and the Rochester division at Geneva; the Western division at Lyons. It is located in Wayne, Ontario, Yates, Schuyler, and Steuben counties.

Line.	Degree.	Maximum curve.
		Location from nearest station.
Main line	10	North of Corning, south of br. 57.
Penn Yan br.	19	South of Keuka Mills.
Corning br.	Tangent.	North and south of Corning.

Line.	Maximum grade.			
	%	Length, miles.	Direction.	Location from nearest station.
Main line	1.3099	0.62	Ascending	North of Himrods Jct.
Penn Yan br.	2.3379	0.34	Descending	South of Dresden.
Corning br.	.....	0.75	Level	North and south of Corning.

The cuts and embankments are of well developed cross-section, but in a number of cuts the slopes could be improved by underdrainage so placed as to keep as much as possible of the subsurface away from the toe of the slope, the latter being its weakest point. The line lies largely in a lake country and necessarily is subjected to the influence of the action of much of the large quantity of water, both surface and sub-surface, which enters the lake.

The bridges are in good condition; there are no wooden bridges carrying main tracks. The timber trestles are in good condition. The open culverts and cattle-passes are in good condition. The arch, box, and pipe culverts appear to be in good condition and free of obstructions to the passage of water.

The following statement shows the percentage of each kind of cross-ties in use and the renewals during the year:

Line.	Oak.	Yellow pine.	Chestnut.	Miscellaneous.	Renewed since last inspection.
Main line	40	20	30	10	13
Penn Yan br.	44	14	32	10	12
Corning br.	40	10	40	10	10
	41	15	34	10	12

The ties are in fair condition.

Rail and fastenings:

Line.	80 lb. Bess.			76 lb. Bess.		
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.
Main line	140.73	36″	6	1.20	40″	6
	2.01	24″	4			
Penn Yan br.	0.89	24″	4	.....	40″	6
Corning br.	.....	.....	.....	.....	.....	.....
Total	143.63	.....	.....	1.20	.....	.....

Line.	75 lb. Bess.			65 lb. Bess and under.			Total, miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
Main line	13.20	40″	6	.....	.....	.....	157.14
Penn Yan br.	5.30	.....	.....	0.36	24″	4	6.55
Corning br.	1.48	40″	6	.....	.....	.....	1.48
Total	19.98	.....	.....	0.36	.....	.....	165.17

The rail is in fair condition, and the proposed renewals for the coming season should put it in good condition.

Split switches, with automatic switch stands provided with signal targets and lamps, are used. Spring rail frogs are used in main track switches and derailing switches at points where their use seems necessary.

The ballast is largely gravel and cinders, of fair quality and quantity. Since the last inspection 19 miles of the main line have been ballasted with gravel and 1 mile with cinders.

The alignment is fair, but the surface could be improved.

Sections and section force:

Line.	Average miles single main track per section.	Average number men per section, foreman included.		Protection provided.	Trackwalkers.
		Summer.	Winter.		From section gangs, number.
Main line	3.09	7	5	Flags and torpedoes	1
Penn Yan br.	3.95	7	5	Flags and torpedoes	1
Corning br.	0.60	10	7	Flags and torpedoes	1

The grade crossings of railroads are: at Corning, Erie railroad, interlocked; one trolley line of two tracks at Geneva, with trolley protection and derailing switches; and one track of the Rochester division, interlocked.

There is one interlocking plant on the main line, from J. C. Junction to Corning, governing a gauntlet switch, 10 levers, all in use. Train order signals are used as block signals.

The right of way is in good condition.

The highway crossings are well planked and graded. They are protected as follows:

Line.	By flagmen without gates.	By flagmen with gates.	By electric bells only.	Unprotected.	Total.
Main line	8	1	4	73	86
Penn Yan br.	1	.....	.....	9	10
Corning br.	.....	1	.....	2	3
Total	9	2	4	84	99

The station buildings are in fair condition and well kept.

Repairs and improvements: Rail renewals: 11 miles of main line, single track, have been laid with Bessemer F. T. 80–5 ⅛″ rail, replacing Rel. & S. & Y. 80–5″ and 75-lb. rail; Bridges Nos. 56, 64, 55, through plate girder, have been replaced by new through plate girder; one bridge on the main line is having masonry rebuilt or repaired; 11 open culverts and cattle-passes on the main line have been extensively repaired; on the main line, 1 station new or rebuilt; other buildings new or rebuilt, 18; stations and other buildings painted, 4; bridges painted, 2; Corning branch: station and other buildings painted, 2. Fence: main line: 2.5 miles new or rebuilt; 8 miles extensively repaired; additional yard facilities at Thompson and double tracking West Shore connection, increasing mileage 3.68 miles; new yard and engine house at Corning under construction.

Rochester Division:

Line.	From.	To.	Main track, length miles.			Sidings, miles.
			Track 1.	Track 2.	Total.	
Batavia & Tonawanda br.	Batavia	Getzville	29.31	.....	29.31	6.93
Canandaigua & Batavia br.	Canandaigua.	Batavia	50.08	.....	50.08	12.35
Roch., Lockport & N. Falls br.	Rochester	Sugar st. yard Suspension Bridge	72.50	52.64	125.14	58.48
Roch. & Charlotte br.	Rochester	Ontario Beach.	7.43	6.92	14.35	12.31
Auburn Rd.	Syracuse Jct.	Brighton	96.26	.....	96.26	47.87
Ton. & Lockport br.	Lockport Jct.	Lockport Jct.	00.02	.....	00.02	.....
Main line	Roch. yards.	.....	.....	.....	.....	45.58
Geneva, C. & S.	Geneva yard.	.....	.....	.....	.....	4.34
Total	.....	.....	255.60	59.56	315.16	187.86

It connects with the Western division at Rochester; the West Shore railroad at Akron Junction; Lehigh Valley railroad at Auburn; Erie railroad at Batavia, Golah, LeRoy, and Attica; Ontario division at Charlotte; Genesee and Wyoming railroad at G. & W. Junction; Pennsylvania division at Geneva; Buffalo, Rochester and Pittsburgh railway at LeRoy; Pennsylvania railroad at Phelps Junction. It is located in Onondaga, Cayuga, Seneca, Ontario, Monroe, Genesee, Erie, and Niagara counties.

Line.	Maximum curve.	
	Degree.	Location from nearest station.
Batavia & Tonawanda br.	2° 00′	Pembroke.
Canandaigua & Batavia br.	6° 00′	Canandaigua.
Rochester, Lockport & Niagara Falls br.	5° 30′	Rochester.
Rochester & Charlotte br.	8° 00′	Otis.
Auburn Rd.	6° 00′	Railroad Mills.
Tonawanda & Lockport br.	7° 00′	Lockport Jct.

Line.	Maximum grade.			
	%	Length miles.	Direction.	Location from nearest station.
Batavia & Tonawanda br.	.81	1.59	Descending.	Akron Jct.
Can. & Batavia br.	.84	0.50	Descending.	Honeoye Falls.
Rochester, Lockport & Niagara Falls br.	.90	0.09	Ascending.	West Lockport.
Rochester & Charlotte br.	1.48	0.14	Ascending.	Charlotte.
Auburn Rd.	.82	0.14	Ascending.	Solvay.
Tonawanda & Lockport br.	.32	0.02	Descending.	Lockport Jct.

The cuts, embankments, and ditches are in good condition, the condition of much of the ditching being commendable.

The bridges are in good condition. The drawbridge at Cayuga is in good condition.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The statement following shows the percentage of each kind of ties in use and the renewals during this year:

Line.	Oak.	Yellow pine.	Cedar.	Cypress.	Renewed since last inspection.
Batavia & Tonawanda br.	2.4	93.8	3.8	.....	7.5
Can. & Batavia br.	13.5	83.5	3.0	.....	7.5
Rochester, Lockport & Niagara Falls br.	2.0	98.0	.....	.....	9.0
Rochester & Charlotte br.	3.0	48.0	49.0	.....	7.1
Auburn Rd.	5.8	87.4	6.7	0.1	.....
Tonawanda & Lockport br.	.....	100	.....	.....	.....
	4.45	85.11	10.42	0.02	6.54

The ties are in good condition.

Rail and fastenings:

Line.	80 lb. Bess.		
	Miles.	Splices.	Bolts.
Batavia & Tonawanda br.	0.20	36″	6
Can. & Batavia br.	6.65	36″	6
Rochester, Lockport & Niagara Falls.	125.14	36″	6
Rochester & Charlotte br.	2.00	36″	6
Auburn Rd.	60.88	36″	6
Tonawanda & Lockport br.	0.02	36″	6
Can. & Batavia br.	.....	.....	.....
Total.	194.89	.....	.....

Line.	65 lb. and under Bess.			Total miles.
	Miles.	Splices.	Bolts.	
Batavia & Tonawanda br.	29.11	36″	6	29.31
Can. & Batavia br.	39.46	36″	6	46.11
Rochester, Lockport & Niagara Falls br.	.....	.....	.....	125.14
Rochester & Charlotte br.	6.43	36″	6	8.43
Rochester & Charlotte br.	5.92	22″	4	5.92
Auburn Rd.	35.38	36″	6	96.26
Tonawanda & Lockport br.	.....	.....	.....	0.02
Can. & Batavia br.	.....	.....	4	3.97
Total.	120.27	.....	.....	315.16

Split switches, operated by automatic stands provided with signal targets and lights, and spring rail frogs, are used in main tracks. Derail switches apparently are used where needed.

Ballast, in miles:

Line.	Ballast used since last inspection.		
	Stone.	Gravel.	Cinder.
Batavia & Tonawanda br.	.....	.....	.....
Can. & Batavia br.	.....	.....	.....
Rochester, Lockport & Niagara Falls br.	3.5	14	.....
Rochester & Charlotte br.	.....	.....	4
Auburn br.	.....	20	.....
Tonawanda & Lockport br.	.....	.....	.....
Total.	3.5	34	4

Line.	Present total ballast in track.						
	Track 1.			Track 2.			Total.
	Stone.	Gravel.	Cinders.	Stone.	Gravel.	Cinders.	
Batavia & Tonawanda br.	.....	10.31	19.0	.....	.....	....	29.31
Can. & Batavia br.	.....	50.08	....	.....	.....	....	50.08
Rochester, Lockport & Niagara Falls br.	12.8	58.30	0.4	7.20	46.04	0.4	125.14
Rochester & Charlotte br	.....	.....	7.43	.....	.....	6.92	14.35
Auburn br.	.....	96.26	....	.....	.....	....	96.26
Tonawanda & Lockport br.	.....	0.02	....	.....	.....	....	0.02
Total.	12.8	214.97	26.83	7.20	46.04	7.32	315.16

The line and surface of tracks are generally fair.

Sections and section force:

Line.	Average miles single main track per section.	Average number men per section, foremen included.	
		Summer.	Winter.
Batavia & Tonawanda br.	5.86	.5	.4
Can. & Batavia br.	5.01	.5	.4
Rochester, Lockport & Niagara Falls br.	6.25	7.2	4.3
Rochester & Charlotte br.	7.17	8.3	6.6
Auburn Road.	5.1	7.0	5.0
Tonawanda & Lockport br *.	.....	.....	.....
Rochester yards.	.....	11.5	10

* Included in Rochester, Lockport & Niagara Falls branch.

Line.	Protection provided.	Trackwalkers from section gangs.	Number regular watchmen (bridges, trestles, slopes, etc.).
		Number.	
Batavia & Tonawanda branch	Flags, lanterns, torpedoes.	1	.....
Can. & Batavia branch.	Flags, lanterns, torpedoes.	1	.....
Rochester, Lockport & Niagara branch.	Flags, lanterns, torpedoes.	1	.....
Rochester & Charlotte branch.	Flags, lanterns, torpedoes.	1	.....
Auburn Road.	Flags, lanterns, torpedoes.	1	2
Tonawanda & Lockport br *.	.....	.....	.....
Rochester yards.	Flags, lanterns, torpedoes.	1	.....

* Included in Rochester, Lockport & Niagara Falls branch.

Grade crossings of railroads: Batavia: Erie railroad, target signal; Akron Junction: West Shore railroad, interlocked; Auburn: Lehigh Valley railroad, interlocked signals; Charlotte: Ontario division, target signal; Golah: Erie railroad, target signal; G. & W. Junction: Genesee and Wyoming railroad, interlocked signals; Geneva (Gy tower): Pennsylvania division, interlocked signals; LeRoy: Erie railroad and Buffalo, Rochester and Pittsburgh railway, target signals; Phelps Junction: Pennsylvania railroad; no fixed signals, train movements governed by flag and lamp signals.

Interlocking and block system:

Line.	Location.	
	From.	To.
Batavia & Tonawanda branch.	.....	.....
Can. & Batavia branch.	.....	.....
Rochester, Lockport & Niagara Falls branch	Ames street Jct.	Jay street Jct.
Rochester, Lockport & Niagara Falls branch	Lockport.	Lockport.
Rochester, Lockport & Niagara Falls branch	Lockport.	Lockport.
Rochester, Lockport & Niagara Falls branch	.....	.....
Rochester & Charlotte branch.	.....	.....
Auburn Road.	.....	.....
Tonawanda & Lockport branch.	.....	.....

Line.	Number of plants.	Total number of levers.	Number of levers in use.	Kind of block system.
Batavia & Tonawanda branch.	.....	.....	.....	Telegraph block.
Can. & Batavia branch.	.....	.....	.....	Telegraph block.
Rochester, Lockport & Niagara Falls branch	1	24	24	Absolute block.
Rochester, Lockport & Niagara Falls branch	1	52	42	.....
Rochester, Lockport & Niagara Falls branch	1	32	31	.....
Rochester, Lockport & Niagara Falls branch	.....	.....	.....	Telegraph block.
Rochester & Charlotte branch.	.....	.....	.....	Telegraph block.
Auburn Road.	.....	.....	.....	Telegraph block.
Tonawanda & Lockport branch.	.....	.....	.....	Telegraph block.

The telegraph block system is in use on the whole of this division, the train order signals being used as block signals. As on the single track lines of other divisions using the telegraph system, trains are blocked against opposing trains as well as those moving in the same direction.

The highway crossings are in good condition and protected as follows:

Line.	Highway crossings protected by.			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
Batavia & Tonawanda branch.	.....	.....	.....	27	27
Can. & Batavia branch.	5	.....	2	51	58
Rochester, Lockport and Niagara Falls branch.	25	14	8	41	88
Rochester & Charlotte branch.	4	.....	1	6	11
Auburn Road.	49	10	5	75	139
Total.	83	24	16	200	323

The station buildings are generally well kept.

Repairs and improvements:

Rail renewals:

Line.	New rail laid.			Replacing.	
	Kind.	Weight.	Miles Single track.	Kind.	Weight.
Can. & Batavia branch	.....	.....	.....	.....	.....
Rochester, Lockport & Niagara Falls branch.*	L. S. Co.	80	7.01	.....	.....
Rochester & Charlotte branch.	.....	.....	.....	.....	.....
Auburn branch.	L. S. Co.	80	23.34	L. I. & S. Co.	65
Rochester, Lockport & Niagara Falls branch..	L. S. Co.	80	12.0	L. I. & S. Co.	80
Total.	.....	.....	42.35	.....	.....

* New second track, Lockport Junction to Sanborn.

Line.	Re-layer rail laid.			Replacing.	
	Kind.	Weight.	Miles single track.	Kind.	Weight.
Can. & Batavia branch.	L. I. & S. Co.	80–65	3.01 3.67	L. I. & S. Co.	65
Rochester, Lockport & Niagara Falls branch*.	.....	.....	.....	.....	.....
Rochester & Charlotte branch.	L. I. & S. Co.	80	2.0	L. I. & S. Co.	65
Auburn branch.	.....	.....	.....	.....	.....
Rochester, Lockport & Niagara Falls branch.	.....	.....	.....	.....	.....
Total.	.....	.....	8.68	.....	.....

* New second track, Lockport Junction to Sanborn.

New bridges:

Line.	New.		Replacing.
	Bridge No.	Kind.	Kind.
Can. & Batavia br...	P–10	Solid rail floor.....	Deck plate.
	P–25	I-beam and rail floor..	Wood stringer.
	A–190	Rail and I-beam floor..	Deck plate.
Rochester, Lockport & Niagara Falls branch.	A–198	Deck plate.....	Deck plate.
Lowertown branch...	L–3	Through lattice.....	Through lattice.
	L–5	Deck plate.....	Through plate open floor.
Auburn Prison siding..	.....	Through plate open floor.....	.....

Culverts and cattle-passes rebuilt: Rochester, Lockport and Niagara Falls branch, 2; Auburn branch, 2.

Arches and stone box culverts replaced: Auburn branch, 1.

Bridges having masonry rebuilt or repaired: Canandaigua and Batavia branch, 3; Rochester, Lockport and Niagara Falls branch, 3; Auburn branch, 3; Lowertown branch, 4: total, 13.

Open culverts and cattle-passes extensively repaired: Batavia and Tonawanda branch, 1; Canandaigua and Batavia branch, 5; Rochester, Lockport and Niagara Falls branch, 1; Auburn branch, 7: total, 14.

Stations and other buildings, new or rebuilt, extensively repaired and painted:

Line.	Stations new or rebuilt, number.	Other buildings new or rebuilt, number.	Stations and other buildings extensively repaired, number.	Stations and other buildings painted, number.
Batavia & Tonawanda branch....	.....	1	1	2
Can. & Batavia branch.....	.....	2	4	10
Rochester, Lockport & Niagara Falls branch.....	.....	4	1	8
Rochester & Charlotte branch....	.....	1	.....	.....
Auburn branch.....	1	8	10	6
Total.....	1	16	16	26

Bridges painted: Rochester, Lockport and Niagara Falls branch, 8; Auburn branch, 2; abandoned branch, 4: total, 14.

Fence, in miles:

Line.	New and rebuilt.	Extensively repaired.
Batavia & Tonawanda branch.....	1.0	1.0
Can. & Batavia branch.....	2.0	1.0
Rochester, Lockport & Niagara Falls branch.....	3.0	.....
Auburn branch.....	9.0	3.0
Total.....	15.0	5.0

Rome, Watertown and Ogdensburg Railroad (St. Lawrence and Ontario Divisions).

St. Lawrence division:

Line.	From.	To.	Main track, length miles.			Sidings, miles.
			Track 1.	Track 2.	Total.	
Main line (W. Jc. to M. S.).....	Watertown Jct.....	Massena Springs....	91.08	3.20	94.28	59.22
Cape Vincent branch.....	Watertown Jct.....	Cape Vincent	24.10	.....	24.10	21.88
C., W. & S. H. R.R.....	Sackets Harbor.....	Carthage.....	29.15	.....	29.15	11.04
C. & A. R.R....	Carthage...	Newton Falls	45.86	.....	45.86	18.96
DeKalb branch..	Dekalb Jct..	Ogdensburg..	18.89	.....	18.89	2.29
G. & O. R.R....	Gouverneur Jct.....	Edwards....	13.07	.....	13.07	4.02
U. & B. R. R.R.	Utica.....	Ogdensburg..	134.31	10.02	144.33	58.96
Clayton branch..	Rivergate...	Clayton.....	15.85	.....	15.85	4.06
Total.....	.....	.....	372.31	13.22	385.53	180.43

Ontario division:

Line.	From	To	Main tr. length, miles.			Sidings, miles.
			Tr. 1.	Tr. 2.	Total.	
Main line (P. to Susp. Br.).....	Susp. Br....	Pulaski.....	175.26	3.47	178.73	74.57
Main line (S. to W. J.).....	Syracuse...	Watert. Jct..	69.75	26.23	95.98	37.89
Rochester br....	Windsor B..	Rochester...	7.30	.....	7.30	4.82
Phoenix br.....	Woodard...	Fulton.....	17.10	0.21	17.31	3.75
Rome branch...	Richland...	Rome.....	41.28	.....	41.28	12.40
Total.....	.....	.....	310.69	29.91	340.60	133.43

St. Lawrence division:

Line.	Maximum curve.	
	Degree.	Location from nearest station.
Main line (W. Jct. to M. S.).....	16° 00′	Watertown.
Cape Vincent branch.....	2° 20′	West of Watertown Junction.
C., W. & S. H. R.R.....	7° 00′	1.5 mile west of Black river.
C. & A. R.R.....	8° 00′	Various.
DeKalb branch.....	4° 00′	Heuvelton.
G. & O. R.R.....	9° 00′	0.6 miles west of Hailesboro.
U. & B. R. R.R.....	7° 00′	0.4 miles south of Terrace Park.
Clayton branch.....	8° 00′	East of Clayton.

Line.	Maximum grade.			
	%	Length, miles.	Direction.	Location from nearest station.
Main line (W. Jct. to M. S.).....	0.90	0.53	Ascending S.	North of Plumbrook.
Cape Vincent branch..	1.00	0.25	Ascending W.	West of Three Mile bay.
C., W. & S. H. R.R...	1.30	0.34	Ascending E.	East of Watertown.
C. & A. R.R.....	2.25	0.61	Ascending W.	0.3 mi. west of Newton F.
DeKalb branch.....	1.00	0.67	Ascending E.	2.5 mi. E. of Rensselaer F.
G. & O. R.R.....	1.88	0.13	Ascending E.	0.3 mi. W. of Emeryville.
U. & B. R. R.R.....	1.30	0.25	Ascending N.	1.9 mile south of Oakvale.
Clayton branch.....	1.32	0.30	Ascending E.	0.5 mile east of Clayton.

It is located in St. Lawrence, Jefferson, Lewis, and Oneida counties.

Ontario division:

Line.	Maximum curve.	
	Degree.	Location from nearest station.
Main line (P. to S. B.).....	5° 00′	West of Lewiston Heights.
Main line (S. to W. J.).....	11° 00′	South of Pulaski.
Rochester branch.....	10° 30′	North of Rochester.
Phoenix branch.....	6° 00′	Three River Point.
Rome branch.....	3° 30′	North of Rome.

Line.	Maximum grade.			
	%	Length, miles.	Direction.	Location from nearest station.
Main line (P. to S. B.).	1.10	0.94	Ascending W.	East of Lewiston Hts.
Main line (S. to W. J.).	1.10	0.90	Ascending S.	North of Woodard.
Rochester branch.....	1.30	0.47	Ascending S.	0.5 mile south of rifle range
Phoenix branch.....	1.10	0.27	Ascending S.	0.4 mile south of Phoenix.
Rome branch.....	0.83	1.04	Ascending N.	0.9 mi. north of Blossvale.

It is located in Lewis, Oneida, Oswego, Wayne, Monroe, Orleans, and Niagara counties.

The cuts, embankments, and ditches are of good cross-section and generally free of slides. Much of the line could be underdrained to advantage.

The bridges are generally in good condition. A number of plate girders which carry their floors on angle shelves attached to the side of the girder itself should be changed to the standard form of floor beams and stringers if they are to remain in service for any length of time. In their present form they do not give the best lateral support to the structures, and the angle shelves do not offer as strong support for the track as would floors of beams and stringers. The drawbridges at Chaumont, Brewerton, and Charlotte appear to be well signaled. There are no wooden bridges in main track. The few timber bridge structures are in good condition. The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The cross-ties, percentages of kinds in use and renewals, are as follows:

St. Lawrence division:

Line.	Oak.	Yellow pine.	Cedar.	Princess pine.	Treated.	Renewed since last inspection.
Main line (W. Jc. to M. S.).....	9.9	44.0	36.0	10.1	.....	11.6
Cape Vincent branch...	5.0	35.0	60.0	.....	.....	4.0
C., W. & S. H. R.R....	7.0	62.0	31.0	.....	.....	2.0
C. & A. R.R.....	5.0	20.0	75.0	.....	.....	9.5
DeKalb branch.....	7.0	42.0	38.0	13.0	.....	14.0
G. & O. R.R.....	.....	35.0	52.0	13.0	.....	14.0
U. & B. R. R.R.....	10.2	40.5	45.9	.6	2.8	13.3
Clayton branch.....	14.0	54.0	32.0	.....	.....	5.0
	8.59	40.65	45.95	3.76	1.05	10.7

Ontario division:

Line.	Oak.	Yellow pine.	Cedar.	Princess pine.	Renewed since last inspection.
Main line (P. to S. B.).....	12.0	35	51.5	1.5	15.7
Main line (S. to W. J.).....	12.5	49	28.5	10.0	14.0
Rochester branch.....	1.8	36	62.2	.....	6.5
Phoenix branch.....	18.2	28	53.8	.....	9.2
Rome branch.....	31.7	36	25.3	7.0	18.0

The ties are generally in good condition.

Rails and fastenings are as follows:

St. Lawrence division:

Line.	80 lb. Bess.			70 lb. Bess.		
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.
Main line (W. Jc. to M. S.)	82.17	36″	6	.....	.....	.....
Cape Vincent branch	.....	.....	.....	.....	.....	.....
C., W. & S. H. R.R.	.....	.....	.....	24.75	36″	6
C. & A. R.R.	.....	.....	.....	35.60	36″	6
DeKalb branch	.....	.....	.....	18.89	36″	6
G. & O. R.R.	.....	.....	.....	13.07	24″	4
U. & B. R. R.R.	55.02	36″	6	56.61	28″	6
Clayton branch	4.19	36″	6	11.66	36″	6
Total	141.38	.....	.....	100.58	.....	.....

Line.	67 lb. Bess.			65 lb. Bess. and under.			Total miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
Main line (W. Jc. to M. S.)	.....	.....	.....	12.11	36″	6	94.28
Cape Vincent branch	.....	.....	.....	24.10	22″	4	24.10
C., W. & S. H. R.R.	0.21	36″	6	4.19	36″	6	29.15
C. & A. R.R.	3.75	36″	6	6.51	22″	4	45.86
DeKalb branch	.....	.....	.....	.....	.....	.....	18.89
G. & O. R.R.	.....	.....	.....	.....	.....	.....	13.07
U. & B. R. R.R.	.....	.....	.....	32.70	22″	4	144.33
Clayton branch	.....	.....	.....	.....	.....	.....	15.85
Total	3.96	.....	.....	78.61	.....	.....	385.53

Ontario division:

Line.	80 lb. Bess.			70 lb. Bess.		
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.
Main line (P. to S. B.)	17.53	36″	6	136.32	36″	6
Main line (S. to W. J.)	95.98	36″	6	.....	.....	.....
Rochester branch	0.01	36″	6	7.29	36″	6
Phoenix branch	0.04	36″	6	16.42	36″	6
Rome branch	8.02	36″	6	33.26	36″	6
Total	121.58	.....	.....	193.29	.....	.....

Line.	67 lb. Bess.			65 lb. Bess. and under.			Total miles.
	Miles.	Splices.	Bolts.	Miles.	Splices.	Bolts.	
Main line (P. to S. B.)	.....	.....	.....	24.88	22″	4	178.73
Main line (S. to W. J.)	.....	.....	.....	.....	.....	.....	95.98
Rochester branch	.....	.....	.....	.....	.....	.....	7.30
Phoenix branch	0.85	36″	6	.....	.....	.....	17.31
Rome branch	.....	.....	.....	.....	.....	.....	41.28
Total	0.85	.....	.....	24.88	.....	.....	340.60

The rail is generally in fair condition.

Split switches, operated by automatic stands provided with signal targets and lights, are used; also spring rail frogs in main track switches. Derailing switches are used apparently where needed.

Ballast stated in miles:

St. Lawrence division:

Line.	Ballast used since last inspection.		Present total ballast in track.			
			Track 1.		Track 2. Gravel.	Total.
	Gravel.	Cinder.	Gravel.	Cinder.		
Main line (W. Jc. to M. S.)	3.69	20	44.68	46.40	3.20	94.28
Cape Vincent branch	.....	.....	17.84	6.26	.....	24.10
C., W. & S. H. R.R.	.....	.....	29.15	.....	.....	29.15
C. & A. R.R.	.....	7	31.82	11.10	.....	42.92
DeKalb branch	.....	.....	16.49	2.40	.....	18.89
G. & O. R.R.	.....	1	5.24	7.83	.....	13.07
U. & B. R. R.R.	5.19	24	100.61	33.70	10.02	144.33
Clayton branch	.....	.....	15.85	.....	.....	15.85
Total	8.88	52	261.68	107.69	13.22	382.59

Ontario division:

Line.	Ballast used since last inspection.	
	Gravel.	Cinder.
Main line (P. to S. B.)	12	11.5
Main line (S. to W. J.)	18.5	.....
Rochester branch	.....	.....
Phoenix branch	1.0	.....
Rome branch	0.5	.....
Total	32.0	11.5

Ontario division (*concluded*):

Line.	Present total ballast in track.						
	Track 1.			Track 2.			Total.
	Stone.	Gravel.	Cind.	Stone.	Gravel.	Cind.	
Main line (P. to S. B.)	0.16	102.48	72.62	0.16	2.36	0.95	178.73
Main line (S. to W. J.)	4.80	64.95	.....	.....	26.23	.....	95.98
Rochester branch	.....	.....	7.30	.....	.....	.....	7.30
Phoenix branch	.....	1.00	16.10	.....	.....	0.21	17.31
Rome branch	.....	41.28	.....	.....	.....	.....	41.28
Total	4.96	209.71	96.02	0.16	28.59	1.16	340.60

The alignment is fair, but the surface is not so good. What has been said in this connection under same heading in report on Mohawk division can not be too strongly emphasized, because anything may happen, and perhaps at any speed, from low joints, especially when they are being passed over by cars and engines unequally loaded.

Sections and section force:

St. Lawrence division:

Line.	Average miles single main track per section.	Average No. men per section, foremen included.		Protection provided.	Track-walkers from section gangs, No.
		Summer.	Winter.		
Main line (W. Jc. to M. S.)	6.34	7.61	4.28	Flags and torpedoes	15
Cape Vincent br.	4.81	6.00	4.62	Flags and torpedoes	5
C., W. & S. H. R.R.	5.71	6.24	4.92	Flags and torpedoes	5
C. & A. R.R.	6.44	5.53	3.76	Flags and torpedoes	7
De Kalb branch	6.18	6.36	4.70	Flags and torpedoes	3
G. & O. R.R.	6.62	4.98	3.98	Flags and torpedoes	2
U. & B. R. R.R.	5.94	6.83	4.23	Flags and torpedoes	24
Clayton branch	6.35	6.00	4.00	Flags and torpedoes	2

Ontario division:

Line.	Average miles single main track per section.	Average No. men per sec., foremen included.	
		Summer.	Winter.
Main line (P. to S. B.)	5.07	6.23	4.61
Main line (S. to W. J.)	6.11	7.35	5.22
Rochester branch	9.12	6.40	5.60
Phoenix branch	5.71	3.35	2.68
Rome branch	4.99	6.46	4.34

Line.	Protection provided.	Track-walkers from section gangs, No.	No. regular watchmen (bridges, trestles, slopes, etc.)
Main line (P. to S. B.)	Flags, lanterns and torpedoes	35	1
Main line (S. to W. J.)	Flags, lanterns and torpedoes	16	.....
Rochester branch	Flags, lanterns and torpedoes	1	.....
Phoenix branch	Flags, lanterns and torpedoes	3	.....
Rome branch	Flags, lanterns and torpedoes	8	.....

Grade crossings of railroads: St. Lawrence division: Norwood: Rutland railroad, semaphore signal extending on both sides of mast, with the addition of a red light at each end of the signal blade for night signaling; when inclined, the St. Lawrence division has the right over the crossing; Philadelphia: Utica and Ogdensburg line, protection same as at Norwood. Ontario division: Central Square: New York, Ontario and Western railway, interlocked; Charlotte (C. D. tower): Rochester division, Oswego, New York, Ontario and Western railway; Paul: New York, Ontario and Western railway, signaled same as Norwood; Syracuse: Western division, interlocked signals; Syracuse: West Shore railroad, interlocked semaphores; Sterling: Lehigh Valley railroad, interlocked; Wallington: Pennsylvania railroad, interlocked signals.

Interlocking, St. Lawrence division:

Line.	Location.	No. of plants.	Total No. of levers.	No. of levers in use.	What governing.
Cape Vincent branch	Chaumont	2	8	8	Drawbridge.

Ontario division:

Line.	Location.	No. of plants.	Total No. of levers.	No. of levers in use.	What governing.	Kind of system.
Main line (P. to S. B.)	Charlotte	1	14	14	Drawbridge.	Mechanical.
	Sterling	1	20	18	R.R gr. cr'g.	Mechanical.
Main line (S. to W. J.)	Syracuse	1	2	2	Drawbridge.	Mechanical.
	Salina	1	9	3	R.R gr. cr'g.	Mechanical.
	Brewerton	1	10	10	Drawbridge.	Mechanical.
	Central Sq.	1	36	29	R.R. gr. crg.	Mechanical.
	Syracuse	1	12	2	R.R. gr. crg.	Mechanical.

Telegraphic block system is in use on the entire line, the train order signals being used as block signals.

The right of way is in good condition.

The highway crossings are generally well planked and graded. They are protected as below:

St. Lawrence division:

Line.	Highway crossings protected by			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
Main line (W. Jc. to M. S.)	5	2	2	88	97
Cape Vincent branch	.....	2	2	25	29
C., W. & S. H. R.R.	1	.....	1	36	38
C. & A. R.R.	.....	.....	.....	31	31
DeKalb branch	2	.....	.....	33	35
G. & O. R.R.	.....	.....	.....	16	16
U. & B. R. R.R.	4	.....	5	109	118
Clayton branch	.....	.....	1	16	17
Total	12	4	11	354	381

Ontario division:

Line.	Highway crossings protected by			Unprotected.	Total.
	Flagmen without gates.	Flagmen with gates.	Electric bells only.		
Main line (P. to S. B.)	23	.....	16	198	237
Main line (S. to W. J.)	3	2	10	72	87
Rochester branch	11	.....	.....	9	20
Phoenix branch	.....	.....	.....	29	29
Rome branch	1	.....	1	47	49
Total	38	2	27	355	422

The station buildings are in fair condition and well kept.

Repairs and improvements:

Rail, St. Lawrence division:

Line.	Rail renewals since last inspection.				
	New rail laid.			Replacing.	
	Kind.	Wt.	Miles single track.	Kind.	Wt.
Main line (W. Jc. to M. S.)	L. S. Co. Bess.	80 lb.	35.47	L. I. & S. Co. L. I. & S. Co.	70 lb. 65 lb.
C. & A. R.R.	.....	.....	.....	.....	.....
U. & B. R. R.R.	L.S. Co. Bess.	80 lb.	15.50	S. S. Co.	70 lb.
Clayton branch	L. S. Co. Bess.	80 lb.	4.19	L. I. & S. Co.	70 lb.
Total	.....	.....	55.16	.....	.....

Line.	Rail renewals since last inspection.				
	Re-layer rail laid.			Replacing.	
	Kind.	Wt.	Miles single track.	Kind.	Wt.
Main line (W. Jc. to M. S.)	.....	.....	.....	.....	.....
C. & A. R.R.	L. S. Co. Bess.	70 lb.	11.1	L. I. & S. Co.	68 lb.
U. & B. R. R.R.	.....	.....	.....	.....	.....
Clayton branch	.....	.....	.....	.....	.....
Total	.....	.....	11.1	.....	.....

Ontario division:

Line.	Rail renewals since last inspection.				
	New rail laid.			Replacing.	
	Kind.	Wt.	Miles single track.	Kind.	Wt.
Main line (P. to S. B.)	F. T. No. 1	80 lb.	15.443	L. I. & S. Co.	60 lb.
Rome branch	F. T. No. 1	80 lb.	8.000	Carnegie	70 lb.
Total	.....	.....	23.443	.....	.....

Miscellaneous improvements, St. Lawrence division:

Line.	No. of trestles replaced by		No. of culverts and cattle-passes replaced.
	Span bridges.	Culverts, filling, etc.	
Cape Vincent branch	4	1	7
C., W. & S. H. R.R.	.....	.....	5
G. & O. R.R.	.....	.....	1
Total	4	1	13

Miscellaneous improvements, St. Lawrence division (*concluded*):

Line.	Arches and stone box culverts, No. replaced.	No. of bridges having masonry rebuilt or repaired.	Extended for 2nd main, No. bridges.
Main line (W. Jc. to M. S.)	16	4	.....
Cape Vincent branch	.....	2	.....
U. & B. R. R.R.	9	5	6
De Kalb branch	1	.....	.....
Total	26	11	6

Line.	Stations new or rebuilt.	Other bldgs. new or rebuilt.	Stations and other bldgs. extensively repaired.	Stations and other bldgs. painted.	Bridges painted.	Stations and other bldgs. extended.
Main line (W. Jc. to M. S.)	3	3	3	30	9	3
Cape Vincent branch	.....	.....	2	.....	.....	1
C. & A. R.R.	.....	.....	1	5	.....	.....
DeKalb branch	.....	.....	1	.....	6	.....
C., W. & S. H. R.R.	.....	.....	.....	1	.....	.....
U. & B. R. R.R.	1	6	4	70	11	3
Clayton branch	.....	.....	1	11	2	1
Total	4	9	12	117	28	8

Line.	Miles of fence.	
	New or rebuilt.	Extensively repaired.
Main line (W. Jc. to M. S.)	4	20.0
C., W. & S. H. R.R.	.....	2.0
C. & A. R.R.	4	10.7
DeKalb branch	2	6.0
G. & O. R.R.	.....	3.0
U. & B. R. R.R.	6	22.0
Clayton branch	.....	1.0
Total	16	64.7

Ontario division:

Line.	New bridges.		Replacing.
	Br. No.	Kind.	Kind.
Main line (P. to S. B.)	3, 1	Rail floors and concrete arches.	Wood stringers, deck plate girders.
Main line (S. to W.J.)	1, 3	Deck plate girder and through plate girder and wood stringers.	Through plate girder and wood stringer.

Trestles rebuilt: on the Phoenix branch, 4; culverts and cattle-passes replaced: on main line (P. to S. B.), 13; arches and stone box culverts replaced: on main line (P. to S. B.), 1; bridges having masonry rebuilt or repaired: on main line (P. to S. B.), 1; main line (S. to W. J.), 3; extended for 2nd main: on main line (S. to W. J.), bridges, 12; culverts, 18.

Line.	Stations new or rebuilt.	Other bldgs. new or rebuilt.	Stations and other bldgs. extensively repaired.	Stations and other bldgs. painted.	Bridges painted.	Stations and other bldgs. extended.
Main line (P. to S. B.)	3	3	1	5	2	1
Main line (S. to W. J.)	.....	3	1	.....	1	.....
Phoenix branch	.....	.....	.....	3	.....	3
Rome branch	.....	.....	2	4	.....	2
Total	3	6	4	12	3	6

Line.	Miles of fence.	
	New and rebuilt.	Extensively repaired.
Main line (P. to S. B.)	6.5	2.9
Main line (S. to W. J.)	9.8	4.7
Rochester branch	1.0	0.5
Rome branch	0.9	2.0
Total	18.2	10.1

Special improvement work, Ontario division:

Rome Tie Treating plant: acres of land, 50.8; miles of standard gauge track, 6.5; miles of narrow gauge track, 4; capacity of stacking yard, 800,000 ties; capacity of treating plant (approximately), 1,200,000 ties per year.

Double tracking: Lacona to Adams, 12 miles; middle siding, Lacona, 4900 ft., 100 car capacity; grade revised from 0.67 per cent to 0.50 per cent between Pierrepont Manor and Adams.

Boston and Albany Railroad.

Inspected November 11, 1910; last previous inspection December 21, 1909.

Line.	Location.	Miles of track. First track.	Second track.	Third track.	Total main track.	Siding and yard tracks.
Main line.....	Rensselaer to state line.	37.88	37.88	24.39	100.15	31.54
Hudson branch....	Chatham to Hudson..	17.33	1.06	.....	18.39	7.98
Total.....	.....	55.21	38.94	24.39	118.54	39.52

The Boston and Albany Railroad division in New York state extends from the junction with the main line of the New York Central and Hudson River railroad (Mohawk division) at Rensselaer to the New York-Massachusetts state line, a distance of 37.88 miles. It connects with the Harlem division, N. Y. C. & H. R. R. R., and the Rutland railroad at Chatham; and its Hudson branch connects with the main line N. Y. C. & H. R. R. R. at Hudson, a distance of 17.33 miles. It is located in Rensselaer and Columbia counties.

Line.	Maximum curve.	Maximum grade.
Main line.....	6° 32′ Blue Hill curve, 1 mile east of Chatham	50.1 feet per mile, tangent 1400′ long, east of Canaan station.
Hudson branch....	9° 6′, Upper Hudson.....	192.19 feet per mile, 500′ long, between Hudson and Upper Hudson.

The cuts, embankments, and ditches are in good condition. The cuts and embankments appear to be free of slides. Underdrainage would materially strengthen the cuts in a number of places.

There is one tunnel on the line, mile 165, and it appears to be in good condition as to walls, roof, and drainage. Another tunnel, for third track, is under construction alongside of and about 50 feet away from the existing tunnel.

The steel and iron bridges are in generally good condition; a number of them are under reconstruction to take care of the heavier power that the demand of the business requires. There are no wooden bridges or trestles in main tracks.

The open culverts and cattle-passes are in good condition. During the past two years a large number of these structures have been changed from open to solid floors.

The statement below shows the percentage of the various kinds of ties in tracks and renewals since last previous inspection:

Percentage of kinds of cross-ties now in place.

Hard pine 7″x9″x8′ first class.	Hard pine 7″x9″x8′ second class	Chestnut 7″ x 9″ x 8′ first class.	Chestnut 7″ x 8″ x 8′ second class.	Chestnut 6″ x 6″ x 8′ third class.	Oak 7″ x9″ x 8′ first class.	Oak 7″ x 8″ x 8′ second class.	Oak 6″ x6″ x 8′ third class.	Princess 7″ x 9″ x 8′ first class.
40	14	16	6	15.7	3	3	1.3	1

Percentage renewed since the last inspection.

Hard pine, first class.	Hard pine, second class.	Chestnut, first class.	Chestnut, second class.	Chestnut, third class.	Oak, first class.	Oak, second class.	Oak, third class.	Princess, first class.
3.2	1.6	0.5	2	1.8	3	3	1.3	.....

The ties are laid 3200 per mile in main line and 2816 per mile Hudson branch, and are in good condition.

Rail and fastenings, main line:

Weight per yard.	Kind of rail.	Length and kind of connection.	Number of bolts.	First track	Second track.	Third track.	Total miles.
100 lb....	Lackawanna..	36″ angle-bars..	6	8.78	32.58	0.64	42.00
95 lb.....	Bethlehem and Scranton...	20″ and 36″ angle-bars...	4 and 6	29.10	5.30	23.30	57.70
80 lb.....	Scranton.....	36″ angle-bars..	6	.....	.....	0.45	0.45
95 lb.....	.....	20″ and 36″ angle-bars...	4 and 6	2.71	0.17	.....	2.88
80 lb.....	N. Y. C.....	36″ angle-bars..	6	2.41	0.63	.....	3.04
72 lb.....	B. & A.....	20″ and 28″ angle-bars...	4	12.21	0.26	.....	12.47

Hudson and Chatham branch:

Bessemer steel rails only; no open hearth used.

Split switches, automatic switch stands provided with lights and signal targets, and spring rail frogs are in use in main track switches. Derails are used apparently where needed.

The ballast is generally stone, of good quality and quantity. Much of the ballasting is extra well done. Underdrainage in a number of cuts would cheapen the cost of maintaining the ballast.

The alignment and surfacing are good.

Sections and section force:

Location.	Average miles of territory.	Average equivalent miles of track.	Average summer force.	Average winter force.
Main line.....	3.15	11.08	12.17	6.25
Hudson & Chatham branch.....	5.73	8.78	7.70	4.33

Each section is equipped with flags, torpedoes, fuses, and lanterns for the protection of trains in maintenance of way operations. No regular trackwalkers are employed. Track is patrolled twice daily by one of the regular section men. One man generally walks track for a week at a time, alternating with the other members of the section force. On some of the sections one of the gang walks track all of the time. Two men are employed to watch tracks in the State Line tunnel. When necessary, additional men from the section gangs are detailed for this work.

Interlocking: Tower 60, at State Line: 48 lever, Federal Electric, Saxby and Farmer machine, governing three main tracks, crossovers, and siding switches; 39 working levers and 9 spare levers (31 working levers in State of New York). At east end of Canaan tunnel: 4 lever Ground machine, governing two main tracks and switch to third track; 4 working levers. At Cady's bridge, 1 mile west of East Chatham: 6 lever Ground machine, governing two main tracks and switch to third track; 5 working levers and 1 spare lever. Tower 65, east end of Chatham yard: 8 lever Stevens machine, governing two main tracks with crossover; also the east end of track No. 4 at this point and a siding switch; 8 working levers and no spare levers; also a 6 lever Ground machine at Chatham station, supplementing tower 65, governing movements to H. & C. branch (B. & A.) and Harlem branch (N. Y. C.); 6 working levers. Tower 66, west end of Chatham yard: 40 lever style "R" machine, governing main line tracks, crossovers, and siding switches; 36 working levers. Tower 72, east end of Rensselaer yard: 24 lever Saxby and Farmer machine, governing main line tracks, crossovers, and yard tracks at east end of yard; 24 working levers and no spare levers. At Ghent, the junction of the Harlem division of the N. Y. C. & H. R. R. R. and the Hudson and Chatham branch of the B. & A. R. R., a 32 lever machine, governing tracks, switches and derails; 25 working levers and 7 spare spaces.

Grade crossings of steam railroads, and protection afforded each road:

Location.	Railroad.	Number of tracks.	How protected.
Rensselaer..	N. Y. C. & H. R. R.R.	1 (freight), (B. & A.) 2.....	Interlocked signals, tower 99.
Rensselaer..	N. Y. C. & H. R. R.R.	5 N. Y. C. (B. & A. freight) 1.....	Interlocked signals, tower 100.
Hudson....	N. Y. C. & H. R. R.R.	4 N. Y. C. (B. & A. freight) 2.....	Interlocked signals, tower 84.

Grade crossings of electric railroads, and protection afforded each road:

Location.	Railroad.	Number of tracks.	How protected.
Hudson Upper.....	Albany Southern.....	A. S. 1; B. & A. 2..	Gates (Diamond st)

Block system:

		From M. P.	To M. P.
	On track No. 1, westbound		
3 position, upper quadrant motor, normal danger signals.	Interlocked signals, (absolute block), State line...		162.40
	Automatic signals, (permissive block)...	162.40	177.45
	Interlocked signals, (absolute block)....	177.45	178.29
	Automatic signals, (permissive block)...	178 29	199.15
	Interlocked signals, (absolute block)....	199.15	199.46
	Automatic signals, (permissive block)...	199.46	†199.68
	On track No. 2, eastbound		
3 position upper quadrant, motor normal danger signals.	Interlocked signals, (absolute block), State line...		162.12
	Automatic signals, (permissive block)...	162.12	163.51
	Interlocked signals, (Absolute block)....	163.51	164.39
	Automatic signals, (permissive block)...	164.39	171.65
	Interlocked signals, (absolute block)....	171.65	172.29
	Automatic signals, (permissive block)...	172.29	177.28
	Interlocked signals, (absolute block)....	177.28	177.59
	Automatic signals, (permissive block)...	177.59	198.31
	Interlocked signals, (absolute block)....	198.31	199.20
	Automatic signals, (permissive block)...	199.20	†199.68
	On track No. 4, eastbound.		
3 position, upper quadrant, motor normal, danger signals.	Interlocked signals, (absolute block), State line...		162.12
	Automatic signals, (permissive block)...	162.12	163.51
	Interlocked signals, (absolute block)....	163.51	164.39
	Automatic signals, (permissive block)...	165.04	171.65
	Interlocked signals, (absolute block)....	171.65	172.29
	Automatic signals, (permissive block)...	185.16	*198.31
	Interlocked signals, (absolute block)....	198.31	198.95

Notes.—* From M. P. 195.96 to M. P. 197.27, signals are being installed on track No. 4, which is under construction between these points, but not yet in operation.

† State line = M. P. 161.808, west end of B. & A. R. R. (main line) = M. P. 199.685.

‡ "Permissive block signaling" allowed in "absolute block" territory by "calling-on" blade.

An excellent rule for additional protection of work train movements is in use on this line: Work trains are authorized by a "19" order card to work as extras on double track within specified limits. The work train conductors are required to wire the superintendent each morning, advising between which points on the division they will work that day, and they must not go outside of such limits without receiving permission to do so from the superintendent. In effect, this rule makes the conductor himself name the limits of the line on which he wishes to work, leaving no room for misunderstanding on this point as between himself and the train dispatcher. The reports are sent by the conductor in the following form: "Work extra, engine ....., will work today between ..... and ..... (Signed) ..... Conductor. ..... Engineman," which must be signed by both conductor and engineman.

The right of way is in good condition.

The highway crossings are well planked and graded. They are protected as shown in following statement:

Location.	Gates.	Flags.	Electric bells.	Total protection.	Unprotected.	Total.
B. & A. R.R., main line.	3	3	2	8	18	26
Hudson & Chatham br.	7	5	1	13	14	27
Total	10	8	3	21	32	53

The stations are in good condition and well kept.

Miles of rail (single track) renewed since last inspection:

Kind and weight of rail laid.		Kind and weight of rail replaced.	
Main line.		Main line.	
New steel rail, 6"—100 lbs. L. S. Co	11.87	Re-layer rail, 5"—95 lbs	9.07
New steel rail (repairs), 6"—100 lbs	0.39	S. & Y. rail, 6"—100 lbs	2.91
Re-layer rail (repairs), 6"—100 lbs	0.32	S. & Y. rail, 5"—95 lbs	0.52
Re-layer rail (repairs), 5"—95 lbs	0.53	Scrap rail, 5"—95 lbs	0.51
		Scrap rail, 6"—100 lbs	0.10

On sidings.		On sidings.	
S. & Y. rail, 6"—100 lbs	0.06	Scrap rail, 5"—95 lbs	0.06
S. & Y. rail, 5"—95 lbs	1.46	S. & Y. rail, 4½"—72 lbs	1.43
S. & Y. rail, 5½"—80 lbs	0.02	Scrap rail, 4½"—72 lbs	0.32
S. & Y. rail, 4½"—72 lbs	0.31	Scrap rail, 4"—60 lbs	0.05
S. & Y. rail, 4"—60 lbs	0.01		

Miles of rail (single track) renewed since last inspection (*concluded*):

On sidings.		On sidings.	
Hudson & Chatham branch.		Hudson & Chatham branch.	
Re-layer rail, 5"—95 lbs	0.48	S. & Y. rail, 4½"—72 lbs	0.48
On sidings, S. & Y. 4½"—72 lbs.	0.04	Sidings, S. & Y. 4"—60 lbs	0.05
On sidings, S. & Y. 4"—60 lbs.	0.01		

Miles of track (single) reballasted: Main line, main tracks, trap rock, 1.15 H. & C. branch, main track, trap rock, 15; Main line, sidetracks, cinders, 2.27 H. & C. branch, main track, cinders, 2.92.

Number of span bridges replaced: No. 201: 1⅗ miles east of Chatham, 1 span, D. P. G., replacing deck trusses; No. 202: 1⅗ miles east of Chatham, 2 span, D. P. G., replacing deck trusses; No. 203: 1½ miles east of Chatham, 1 span, D. P. G., replacing deck trusses; No. 209: 2⅓ miles west of Chatham, 2 span, D. P. G., replacing 1 span deck truss; No. 222: ⅝ mile east of Rensselaer, 1 D. P. G. (S. F.), replacing through pony trusses; No. 224: ⅘ mile east of Rensselaer, trusses strengthened.

Bridge masonry rebuilt, extensively repaired, etc.: No. 201, faced with concrete; No. 202, faced with concrete; No. 203, new bridge seats on stone foundation; No. 209, east abutment faced with concrete; west abutment, new concrete bridge seat; new center pier foundation, due to changing bridge from single span to two spans; No. 222, new concrete bridge seats and wing extensions.

Open culverts and cattle-passes extensively repaired: 3 culverts at Claverack extended.

New buildings, other buildings extensively repaired, stations and other buildings painted: other buildings, new; 50,000 gallon water tank at Chatham. Buildings extensively repaired: new restaurant in R. R. Y. M. C. A. building, Rensselaer; extension to office in freight house, Hudson Upper; Tower 65, Chatham. Stations painted: Chatham, inside; Canaan, E. Chatham, Post Road flag station, Van Hoesen, Brookview, E. Greenbush, Mellenville, Claverack, and Hudson Upper, outside. Other buildings painted: Rensselaer R. R. Y. M. C. A., inside and outside.

Bridge No. 225, Herrick St., Rensselaer, painted.

Miles of new fence built, 2.71; miles extensively repaired, 2.47.

Important changes or extensions of yards, passing tracks, etc.: minor changes and additional tracks at various points; total increase, on main line, 0.48 mile; on Hudson and Chatham branch, 0.39 mile: total, 0.87 mile.

Other new work worthy of special note: new double track tunnel at Edwards Park, and construction of third track (1.31 miles); and revision of alignment at Grand View, East Greenbush, in progress.

All Divisions.

Details of alignment and grades in some of principal territory in miles:

	Alignment.			Grades.						
				Level.	Ascending.			Descending.		
	Number of curves.	Length of curved line.	Length of street line.	Length of level line.	Number.	Total rise, feet.	Length, miles.	Number.	Total fall, feet.	Length, miles.
Buffalo—Niagara Falls	34	2.98	18.84	9.08	24	81.0	7.29	25	89.5	5.45
New York—Buffalo	494	114.70	325.96	120.20	376	2059.4	182.09	305	1497.3	139.37
Rochester division, Syracuse—Rochester	140	37.58	58.71	8.41	84	923.0	45.17	73	855.3	42.71
Herkimer—Malone Junction	313	61.55	111.78	17.60	223	2879.5	92.23	137	2533.6	63.50
Lake Clear Junction—Saranac Lake	17	3.54	2.35	.....	13	92.1	3.35	9	149.5	2.54
Suspension Bridge—Niagara Junction	23	4.31	4.27	0.63	3	11.9	1.95	8	264.9	5.00
Niagara Junction—Paul	104.5	29.26	115.05	25.77	109	1240.1	64.95	110	1298.4	53.59
Paul—Richland	35.5	9.09	17.53	3.70	35	471.0	15.94	19	213.5	6.98
Rome—Richland	34	12.44	28.84	7.24	33	264.9	20.38	30	280.1	13.66
Richland—Massena Springs	115	28.92	93.32	17.30	104	1173.8	35.90	111	1489.7	55.94
Utica—Ogdensburg	190	41.54	92.77	25.95	115	1782.4	47.27	164	1938.7	61.09
Rivergate—Clayton	7	2.16	13.69	2.14	11	75.8	4.10	26	231.4	9.61
Weehawken—Buffalo—W. S. R.R.	509	97.32	326.18	82.19	268	301.06	168.98	276	2405.7	172.33
New York—Chatham	166	39.92	87.53	16.27	125	1527.0	62.31	124	1116.8	48.87

A study of these figures shows clearly the enormous capacity of the system for handling business so far as the physical characteristics of its main lines are concerned; the limit being the capacity of its principal terminals. So far as relates to yards whose functions enter into train movements, there seem to be in use, and in process of development, sufficient tracks of this character to take care of the switching and classification of any amount of business that ordinarily may be offered the road, but the same can not be said of the freight distributing yards (tracks upon which freight is loaded and unloaded) at the great commercial centers. Over this latter condition the railroad company is not, of course, free to exercise its best judgment in carrying out terminal schemes, owing to the limited space available for tracks in many places, and to other conditions, etc. The New York Central officials appear to be fully alive to the terminal situation and needs and are constantly developing plans for their betterment, some of which involve very large expenditures.

Track facilities alone, however, are not the whole, perhaps not the chief, factor in the capacity of a railroad, the full loading of cars being quite as essential as tracks. A partly loaded car takes up as much room at a terminal as a fully loaded one, and therefore all cars should be loaded to their full capacity; and hence the need of ample freight transfer facilities at the large interchange points.

Like most other railroads, a notable feature in the handling of freight is the lack of appliances for lifting and moving heavy goods. With such ordinary appliances as a traveling overhead trolley provided with a differential lifting gear, and the capstan, or upright windlass, much can be accomplished quickly in the handling of freight and at a cost far below that of hand labor; also the capstan may often be used to advantage to move cars on freight house tracks when an engine is not available for that purpose. All such appliances as these, driven by electric, steam, or hand power, are now obtainable.

Ratio of cost of labor to total expense of maintenance of roadway and track: The ratio of cost of labor to total expense maintenance of roadway and track for the year is 52.95 per cent,

and the ratio of cost of labor to total maintenance of way and structures is 54.82 per cent, both of which figures show that these expenditures are well proportioned.

Electric operation of interlocked signals: In the operation of interlocked signals located a long distance from the signal stations, a marked improvement has been made in recent years by the use of electricity as motive power. The advantages of working signals by electricity are that their distance from the signal station is immaterial, inasmuch as the electric working gets rid of all mechanical difficulties which arise from excessive expansion and contraction of wires and from the severe pull required to work them through long distances.

Treated cross-ties: The extensive use of treated ties is noted, and especially the erection of a tie treating plant of large capacity near Rome. The subject of tie treatment has been discussed in detail in the report of inspection of the New York, New Haven and Hartford Railroad for this year, and therefore it is not necessary to more than remark here that the injection of antiseptic liquids has as an object the retardation of the rate of decay, and that it greatly increases the length of life of wood. When a live tree is cut down the process of evaporation and seasoning commences. At this time all the pores of the tree are distended, and at certain seasons are full of sap. To expel this sap from the pores while the log is in its natural state, and to introduce a substance that will render the wood much less liable to decay, is the function of tie treatment.

Fire protection of buildings: Many of the older buildings noted are not well protected against fire, though in this respect the New York Central and Hudson River railroad does not differ from the other railroads of this State. In the construction of the newer buildings concrete is being used to a considerable extent, and is a much better fire resisting material than brick, and in addition probably gives 25 per cent to 33 per cent more strength for the same thickness of wall. As a fire resisting material it is the best for the construction of staircases and landings in any type of construction. If metal columns are used for supporting floors, roofs, etc., they should be fully surrounded with concrete, as a protection against the action of fire. Simple, solid columns of concrete are far more preferable than exposed metal columns. The sides and ceilings of buildings should be fire-proofed or made of slow-burning construction: and by "slow-burning construction" is meant that nothing is to be so boxed in as to form shafts, which at best always act as quick conductors of fire by the air draughting through them; as, for example, the openings formed between joists by a floor placed on their top and a ceiling attached to their bottom flanges. If fireproof construction is not adopted for all floors and ceilings, it should by all means be adopted in the ceiling directly under a roof, so that a fire from the roof will not quickly reach the floors below. It is well known that the destruction of the majority of buildings by fire is due to the falling in of the roof. The doors and windows of a building are a great source of fire danger. If kept closed, a fire in a room would often burn out, and always burn much more slowly, from want of oxygen. The broken glass in windows, for this reason, should be promptly replaced. Fire walls should separate the floors into compartments, where buildings are of considerable size. A cheap form of construction of a fireproof wall is had by a concrete wall extending through the roof and above it far enough to prevent flames from reaching an adjoining section. A concrete door, closing by gravity, should be used in fire walls where doors are necessary.

It is a good plan to whitewash exposed timbers, as whitewash acts in a degree as a non-conductor of fire, and incidentally, by excluding the air, acts as a preservative of the timber. Of course, whitewashing offers little or no protection after a fire is started, but even a few seconds in kindling or spreading are of vital importance.

A most important point in building construction with reference to fireproofing is the staircase: It should be kept normally closed at top and bottom, if in a hall, but preferably of open construction, and the stairs should be of concrete or be concrete protected, if possible. The under side (soffit) of wooden stairs should be filled with concrete, and stairs of metal should, without exception, be covered with concrete fireproofing, as all metals, and especially castiron, give way if heated and then cooled suddenly by a jet of water such as would be played upon a burning building. Where stoves are used they should rest on a base of fireproof material forming an apron of sufficient size in front of the stove to take care of such heated ashes as might accidentally fall from the stove; and the connections and supports of the stovepipe with the chimney should be such that the building will not be endangered even when the pipe is heated to redness.

Recommendations: Drainage: That drainage be given even greater attention than it has had in the past. Attention is called to the following: The seventh annual session of the International Railway Congress, held at Washington, May, 1905, adopted the following resolution: "In order to prevent any contamination of the ballast, and at the same time help preserve the sleepers (cross-ties), one can not recommend too highly the careful drainage of the roadbed, in order to insure that any water may run off properly."

Surfacing the track: That the surfacing of track on side lines be given closer attention.

Bridges: That plate girder bridges with floors carried on "angle shelves" be removed, or their floor systems changed to beam and stringer floors, on such lines as use heavy power.

Overhead power wires: That a standard of protection against high power electric wires, where they cross railroads, be adopted.

Points where main tracks may be fouled by trains or sidings: That main track points which may be fouled in switching movements be protected by derails, preferably in the form of run-by tracks so arranged that switching movements do not cause a fouling of the main tracks.

Signals: The general introduction of electric automatic signals on this system brings into use mechanical devices which naturally require refinement in their construction and maintenance, and it is especially advisable that the bearings and working parts of such signals be made as true as practicable, and guarded against wind-pressure, dust, rust, and wear of rubbing parts, because, though friction is not so material where the signals are actuated by manual power, it is of the utmost importance that it should be reduced to a minimum when electricity is the motive power.

Signal operation: The entire system is well block-signaled, the efficiency of which depends only upon the carrying out of the block principle in its operation.

W. L. DERR.
Inspector of Steam Railroads.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD.

Inspected June 17, 1910. Last previous inspection August 23, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the New York, Chicago and St. Louis railroad and respectfully report as follows:

This railroad is a single track line, extending from a connection with the Erie railroad near Seneca street, Buffalo, to the Pennsylvania-State line west of Ripley, a distance of 60.23 miles; there are 7.84 miles of second track and approximately 33.12 miles of sidings and yard tracks.

The grades are regular and not excessive, the maximum being 1 per cent. There are quite a number of these, however, and not a few of them could have been materially reduced by slight additional cutting and filling at the time of construction. The line has comparatively few curves. The maximum degree is 5 degrees: this is located between Tifft yard and Buffalo Junction. Aside from that the maximum is 3 degrees 30 minutes. The track alignment and surface are generally very good. Some of the rail is light and has become bent, making it difficult to maintain good line and surface.

Cuts and embankments, where they exist, are well maintained. The ditches are exceptionally good: a uniform cross-section is maintained accurately for practically the entire line. From Buffalo to Brocton the track parallels that of the Pennsylvania railroad, both roads having been constructed at the same time, thereby making the result a double track roadbed. The maintenance of this feature is especially commendable when compared to the adjacent work done by the Pennsylvania railroad.

There are 15 plate girder, 2 steel truss, and 2 arch structures carrying the track over streams, highways, etc. There are also 4 steel viaducts of extensive modern construction. All are well maintained and well painted, a noteworthy feature. Bridge No. 41 is a 2-span one-half through plate girder bridge: the center pier has evidently settled and the bridge is carried by framed bents on either side of the pier; a new pier on solid foundation should be erected promptly.

There are 2 pipe and 5 framed bent trestles; 2 of these, bridge 7 and bridge 8, are proposed to be replaced by concrete arches and fill during the present season; the balance are in good condition; they should be replaced however as soon as practicable by permanent modern structures; one, bridge 35, is now in process of elimination.

There are a large number of culverts and cattle-passes carrying the track which are constructed entirely of timber. Generally they are in fair condition, but there are a few in which the timbers are bad or burnt which should be replaced promptly: viz., cattle-pass near section post 5; culvert No. 48; culvert No. 131; culvert No. 162; culvert No. 181, poor deck, several spikes missing; culvert west of culvert 182. All of the remainder, which are constructed of stone or concrete, are in good condition.

There are 2 stone arches and 2 reinforced concrete bridges; these are in excellent condition.

This road maintains but one station east of Brocton, using those of the Pennsylvania railroad jointly: this station is in fair condition. At Brocton it uses the station of the Lake Shore and Michigan Southern railway. From that point west it maintains

its own stations. A number of the latter need a coat of paint, especially the one at Dunkirk. The interiors are in good condition.

There are 7 overhead street or highway crossings, 6 steam railroad crossings, and 1 electric railway crossing. There are 4 streets crossed within the city of Buffalo, with clearances ranging from 17 ft. 6 in. to 18 ft. 11 in.: these bridges are protected by proper bridge warning telltales. The remainder of the bridges are high enough to afford safe clearance. The steam railroad structures are generally modern and well maintained. The electric railway referred to is carried by a very light pony truss: this structure should be renewed if it is the intention to operate interurban cars over the line; at present, I was informed, only light cars are used.

The rail used is 75 lb., 65 lb., and 50 lb. There are 72.25 miles of 75-lb. rail, 2.8 miles of 65-lb., and 1.03 miles of 60-lb. Generally the rail is in good condition; the lighter weights, however, are bent and worn, making it difficult to maintain good line and surface. Continuous 22-in. 4-bolt rail joints are used. All joints appeared full bolted with bolts tight.

The ties are in good condition, well tamped and properly spaced. The standard is 6 x 8 in. x 8 ft., being laid 2492 to the mile; 70 per cent are oak, 20 per cent cedar, and 10 per cent chestnut. About 10 per cent were renewed since last inspection.

All main track switches are of the split point type, with rigid stands equipped with targets. Switch lamps are provided. Derails with proper targets are placed in all sidings where required. Spring frogs are used in the main track.

Gravel ballast of good quantity and of good quality is used. A considerable amount of track had been re-ballasted and several miles were in preparation at the time of the inspection.

The right of way is clean and well kept.

Fences are properly maintained where necessary. For a great portion of the distance the right of way immediately abuts that of the Lake Shore and Michigan Southern railway on the north, thereby obviating the necessity for a fence. On the south the fences are maintained by the Pennsylvania railroad, east of Brocton. The road crossings are in good condition. I noticed that at Pike's crossing there are 2 grade crossings within 200 ft. of each other: one of these could be eliminated at very small expense; it is my opinion that it should be done. Proper signs are maintained where required.

The average length of section is 5¼ miles and the average force employed is 6 men and a foreman. An additional floating gang was employed at the time of the inspection. The track is patrolled twice daily by one of the section gang. Means of signaling and protection are furnished each gang.

The grade grossings with steam railroads are as follows: Buffalo, Smith Street crossing, Delaware, Lackawanna and Western railroad: 2 tracks crossed; movements governed by discs operated from a cabin located at the intersection of the aforesaid road and the Buffalo Creek railroad, which immediately adjoins; all trains are required to come to a full stop: this is a most dangerous crossing, with limited view of the tracks involved and exceedingly poor protection; something should be done here; the most feasible solution from a casual observation appears to be the elevation of the Delaware, Lackawanna and Western railroad tracks. Buffalo, Buffalo Creek railroad: 2 tracks crossed; movements governed by a tilting board operated from a cabin adjoining; all trains are required to come to a full stop. Buffalo, Erie railroad (Buffalo and Southwestern division): 1 track crossed; movements governed by tilting board, all trains being required to come to a full stop. Blasdell, Erie railroad (Buffalo and Southwestern division): 1 track crossed; movements governed by a tilting board, all trains being required to come to a full stop. Dunkirk, Erie railroad (Salamanca and Dunkirk branch): 1 track crossed; movements governed by a tilting board; all trains required to come to a full stop. Dunkirk, Dunkirk, Allegheny Valley and Pittsburgh railroad: 1 track crossed; movements governed by a tilting board; all trains are required to come to a full stop.

At Dunkirk, Buffalo and Lake Erie Traction Company (electric): 1 track crossed; a derail is provided on the south side of the railroad but is not operated; a wire trough over the trolley wire is provided: this crossing is in a street and gates are maintained; the electric cars are piloted over the railroad tracks by the conductor; a derail should be placed on the north side of the railroad, and both should be operated.

Train movements are governed by the telegraphic train order system. Train order signals of the three position upper quadrant type are maintained at telegraph stations. During the past winter the road was seriously crippled by a sleet storm tearing down several miles of its telegraph line. For one week heavy traffic was operated solely on schedule and time limit principles, during which time no delays or accidents occurred. This fact is mentioned to show the excellent discipline which is maintained.

The railroad is very seriously handicapped by lack of yard facilities at Buffalo: the westbound yard has 4 parallel tracks with a total capacity of 270 cars; the eastbound yard has 7 parallel tracks with a capacity of 400 cars; there are 2 storage tracks west of Tifft yard, which aid the westbound yard materially. All classification is done by direct switching. It is only by the most strenuous efforts on the part of the employees, and the material assistance from the railroads delivering cars made up into trains, that the road is able to maintain the excellent movement record which it has.

Outlying towns appear to be amply provided for in the way of sidings. Passing sidings have been conveniently located and several have been lengthened recently to accommodate the heavier trains now handled.

The passenger traffic is practically through. Ample provision has been made for all local traffic.

During the past year the following work has been done: culvert No. 43, formerly wood, replaced with concrete; the masonry of 3 bridges extensively re-pointed; water-tank at Buffalo painted; sanitary closets installed in station at Dunkirk; 20 bridges partially or wholly painted; 1.25 miles new fence built; 2.65 miles extensively repaired; wagon scales built at Dunkirk; stand-pipe erected at Brocton; decks of 3 bridges renewed.

The company is maintaining a very liberal and comprehensive policy in the conduct of its maintenance. It is apparently endeavoring to place the property in first-class condition, and my observations show that it has succeeded admirably.

Recommendations: That the wooden culverts and cattle-passes Nos. 48, 131, 162, 181, the one near section post 5, and the one just west of 182, be either entirely replaced by modern permanent structures or extensively repaired; that the company coöperate with the other railroads concerned in establishing better protection at the Smith Street crossing of the Delaware, Lackawanna and Western railroad in Buffalo.

C. R. VANNEMAN,
Steam Railroad Inspector.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

Inspected July 5 and 9, 1910. Last previous inspection July 12 and 16, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the New York, New Haven and Hartford railroad July 5 to 9, 1910, and respectfully submit the following report:

The New York division main line connects with the New York Central and Hudson River railroad, Harlem division, at Woodlawn Junction, and is located in Putnam county. It extends from the New York city line to the Connecticut-State line, and has 13.25 miles first track, and 13.32 miles each second, third, and fourth tracks, with 12.67 miles sidings. The Harlem River branch, from the New York city line to New Rochelle Junction, has 1.67 miles each first and third tracks, 1.63 miles each second and fourth tracks, and 1.6 miles each fifth and sixth tracks, with 0.65 mile sidings.

The cuts and embankments are of well developed cross-section and well ditched.

The bridges are of steel, generally modern plate girder type. There are no wooden bridges, and no timber trestles.

The arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The standard tie is used, 7 x 8 in. x 8 ft. long. Both the ordinary track spike and the screw spike are used, the latter more and more extensively each year and with very good results. The proportions of the various tie timbers now in the tracks are, main line, 60 per cent chestnut, 3 per cent oak, and 37 per cent creosoted, with 20 per cent renewals of chestnut and 25 per cent renewals of oak; on the Harlem River branch, 25 per cent chestnut, 3 per cent oak, and 72 per cent creosoted, no renewals needed.

A number of specimens of creosoted ties put into the tracks in 1894 and removed this year, after being in service about sixteen years, were carefully examined and the timber found to be still in a fair condition; and this too in spite of the fact that these ties were used without tie-plates and with the ordinary track spike. It is but fair to assume that if they had been laid under the present standard of N. Y., N. H. & H. R. R. track construction, that is, with tie-plates and screw spikes, their life would have been greatly prolonged, as most of the wear noted was due to the mechanical action of the rail and spikes rather than to the deterioration of the body of the tie as a whole.

The subject of tie preservation is deemed of such importance to the railroads as to make it the subject of the supplementary report attached.

The main line, 53.14 single track miles, is laid with 100-lb. Bessemer and open hearth rail; the Harlem River branch, 9.8 single track miles, is laid with 100-lb. Bessemer rail. The fastenings are 24-in., 4-hole angles, suspended, all in good condition.

The switches (split) and switch stands (automatic) and frogs are in good condition. Derailing switches are used apparently where necessary.

The ballast is stone, in good quality and quantity.

The derails of track line and surface are good.

On the main line the average length of track sections is 2 miles (8 single track miles), and the average force, including foreman, is 10 men in summer and 6 men in winter; on the Harlem River branch the average section length is 3 miles (18 single track miles), with an average force, including foreman, of 7 men in summer and 3 men in winter. In addition to the regular section force extra maintenance gangs and work trains are operated at points where heavy work is needed during the open season. The track is patrolled daily by a member of each section gang who works part of the time with the gang. Flagmen are provided with flags, lamps, and torpedoes to protect trains in maintenance of way operation.

There are no grade crossings of railroads.

The interlocking plants are as follows:

Location.	Type.	Total levers.	Working levers.	Operating.
South Mount Vernon..	Mechanical.	32	27	6 switches, 2 derails, 8 facing point locks, and 17 signals.
Mount Vernon.....	Mechanical.	16	13	1 switch, 1 derail, and 11 signals.
New Rochelle Jct.....	Electrical...	72	64	18 switches, 6 movable point frogs, 1 derail, and 44 signals.
New Rochelle yard....	Mechanical.	52	44	17 switches, 8 movable point frogs, 17 facing point locks, and 22 signals.
Mamaroneck.....	Mechanical.	32	28	7 switches, 1 derail, 7 facing point locks, and 19 signals.
Harrison.....	Mechanical.	8	8	8 signals.
Rye.....	Mechanical.	32	31	8 switches, 2 derails, 10 facing point locks, and 20 signals.
East Port Chester....	Mechanical.	36	5	5 signals.

All electrically operated signals are equipped with back or indication locks which assure the signal being in its normal or stop position before the route can be changed. The track circuits for the control and locking of the signals are energized by alternating current, the frequency of which is 60 cycles, and the apparatus used in connection with same is immune to a lower frequency; therefore it is not affected by propulsion currents: either the alternating current of 25-cycle frequency used in operating the electrically driven trains of the New Haven road or by stray direct current from parallel and adjacent traction lines.

The right of way is in good condition.

There are no highway crossings at grade.

The block system is lock and block and electric automatic. The lock and block circuits are divided into interior and exterior circuits; that is, circuits within the tower and circuits between towers, there being no electrical connections between the two, the exterior circuits being balanced so that there is no effect upon any of them due to electro-magnetic induction. This gives a high factor of safety against the effects of foreign current. The power for track circuits is distributed throughout the entire zone from the central energy station, and is also used for illuminating the signals as well as for operating them.

The stations are in good condition, both as to maintenance and necessary facilities. The station grounds are well kept.

On the main line, 1.26 miles (single track) of 100-lb. open hearth rail were renewed, replacing same amount of 100-lb. Bessemer;

One 3 x 4-ft. stone box culvert was rebuilt, main line, 0.19 miles east of Larchmont;

A concrete interlocking tower was built at New Rochelle Junction;

The following stations and other buildings were extensively repaired: Mount Vernon: station shed, stairs, and platform; Pelham: station shed, stairs, and platform; New Rochelle: station shed and stairs; Rye: station shed.

The following stations and other buildings were painted: Mount Vernon: east- and westbound station sheds and section house No. 1; South Mount Vernon: tower No. 20; Columbus Avenue: station and tower; Pelham: east- and westbound station and sheds; New Rochelle: east- and westbound station and sheds, tower, water tank, coal bin, oil house, engine house, section houses Nos. 2 and 3; Larchmont: east- and westbound stations and sheds, and water tank; Mamaroneck: east- and westbound stations and sheds, freight house, tower 24, and section house No. 5; Rye: east- and westbound stations and sheds, freight house, tower 26, and section house No. 6; Port Chester: east- and westbound station sheds, freight house, and section house No. 7; Woodside: station sheds; Pelham Manor, station sheds.

The following numbered bridges were painted: Lincoln Ave., 1.31, 10th Ave., 1.39, 6th Ave., 1.59, 4th Ave., 1.69, 3rd Ave., 1.74, all west of Mount Vernon: foot-bridge 1.78, Mount Vernon station; 1st Ave., 1.87, Fulton Ave., 2.14, east of Mount Vernon station; Webster Ave., 4.18, west of New Rochelle; foot-bridge, 4.63, New Rochelle station; North Ave., 4.76, east of New Rochelle; catenary bridges: Nos. 57 to 80, inclusive, east and west of New Rochelle; West St., 9.53, east of Mamaroneck; Harrison Ave., 10.20, west of Harrison; North St., 11.26, east of Harrison; signal bridge, 9.51, west of Pelham Manor; signal bridge, 10.51, east of Pelham Manor; signal bridge, 11.09, Webster Ave., 11.08, east of Woodside.

At Rye a passenger foot subway 75 x 10 ft. has been built, connecting the east- and westbound stations.

The Western division extends from the Connecticut-State line, between Brewsters and Mill Plain, to Hopewell, with 28.26 miles first track, 27.78 miles second track, and 12.5 miles sidings. It connects with the Central New England railroad at Hopewell, and with it forms a through line between Boston and Fishkill Landing on the Hudson river, opposite Newburgh. It is located in Dutchess and Putnam counties.

The general alignment and grade situation of the 28.26 miles of line in the State of New York will approximate the average per mile of the above.

The cuts, embankments, and ditches are generally of good cross-section and appear to be free of slides and other disturbances. In some cuts underdrainage would improve the general situation by reducing the cost of labor in surfacing and aligning track, and ballast.

The stone and iron bridges are in good condition.

There are no wooden truss bridges in main tracks. There is but one wooden bridge structure in the main tracks, a 10-ft. span wooden stringer bridge, and it is in good condition.

There are no timber trestles.

Arch, box, and pipe culverts are all in good condition and free of obstructions to the passage of water.

The dimensions of the standard ties are: hewn, 6 x 6 in. x 8 ft. long; sawed, 6 x 8 in. x 8 ft. long. Approximate proportions of various kinds of timber cross-ties in track are: chestnut, 80 per cent; oak, 20 per cent. The general condition of the ties is good.

On the main tracks, 31.11 single track miles laid with 78-lb. rail and 24-in., 4-bolt Weber joint fastenings; 21.81 single track miles laid with 79-lb. rail and 30-in. 6-bolt angle splice joint fastenings; 2.33 miles laid with 90-lb. re-rolled rail and 24-in. 4-hole angle splice joint fastenings; and 0.79 miles laid with 80-lb. rail and 24-in. 4-bolt angle splice joint fastenings: a total of 56.04 single track miles, or 27.78 miles of double track and 0.48 miles of single track. All of this rail is Bessemer steel.

Split switches, spring rail frogs, and automatic switch stands provided with signal targets and lamps are installed at all main track switches. Derailing switches are in general use where needed.

The ballast is stone and gravel and of good quality and quantity.

The alignment and surfacing are generally good. The riding of some of the curves would be improved by spiraling their approaches.

Average length of section, 3.14 miles; average number of men per section, 7. Flags, torpedoes, and lanterns are furnished each section gang for use in protecting trains in track operations.

Trackwalkers in this territory are a part of the section gangs and work with the rest of the force when not engaged in track-walking. Two watchmen are employed at Poughquag rock cut.

The highway crossings are generally well graded and planked. At Hopewell, one crossing is protected by flagman only; no crossings are protected by both flagman and gates; no crossings are protected by electric bells. There are 11 highway crossings unprotected, as follows: 2.75 miles east of Brewster station; 0.30 mile west of Brewster station; 0.50 mile east of West Patterson; Holmes station; West Pawling station; 200 ft. west of Poughquag station; Green Haven station; Stormville; 0.5 miles west of Stormville station; just west of Hopewell station; at roundhouse west of Hopewell station.

There are no interlocking plants in New York state; apparently none are needed.

There are no grade crossings of railroads.

The right of way is in good condition.

The telegraph block system is used, operated generally as an absolute block. Several signals for the special protection of trains were noted: an eastbound signal at Brewster, located about 1500 ft. from point of facing switch and worked from levers at switch, protects passing siding. At a point about 1650 ft. east of West Pawling crossover there is a signal which protects the movements between the east- and westbound tracks over the crossover. Also there is a westbound signal and an eastbound signal at Poughquag, worked by a 2-lever machine, for the better protection of the rock cut, the signals being operated by the watchmen stationed in the cut.

The stations are generally in fair condition.

One mile (single track) of 90-lb. re-rolled rail has been laid in eastbound main track, commencing at a point about a mile west of Mill Plain station and extending west, replacing 75-lb. rail.

For the year ended June 30, 1910, the ratio of cost of track labor to total expenses of track material and labor on both divisions was about 56.25 per cent, and the ratio of total cost of

labor to total expenses maintenance of way and structures was about 69 per cent.

Recommendation: Generally speaking, the track bridges and buildings are in good condition, so that recommendations generally are unnecessary; it is however recommended that underdrainage be more liberally applied to the cuts of the Western division.

W. L. DERR,
Inspector of Steam Railroads.

NEW YORK, ONTARIO AND WESTERN RAILWAY.

Inspected July 11–16, 1910. Last previous inspection July 5–10, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the New York, Ontario and Western Railway July 11–16, 1910, and respectfully submit the following report:

The Southern division consists of the following lines:

	First track, miles.	Second track, miles.	Sidings, miles.
Main line, Cornwall to Sidney	147.45	*106.79	71.13
Ellenville branch, Summitville to Ellenville	7.80	.....	0.85
Ellenville & Kingston R.R., Ellenville to Kingston	27.14	.....	8.12
Port Jervis, Monticello & Summitville branch, Summitville to Port Jervis, and Valley Jct. to Monticello	38.27	.....	5.34
Delhi branch, Walton to Delhi	16.84	.....	2.71
Total mileage	237.50	106.79	88.15

* Except through Bloomingburgh, Fallsburgh, and Hawk Mountain tunnels.

This division connects with the New York Central and Hudson River railroad (West Shore railroad, River division) at Cornwall; crosses the Erie railroad (Newburgh short cut) overhead, and the Erie railroad (Newburgh branch) undergrade, near Cornwall station, Erie railroad. It connects with the Erie railroad and the New York, Susquehanna and Western railroad at Middletown; connects with and crosses the Erie railroad (Montgomery branch) at grade at Campbell Hall; connects with and crosses at grade the Lehigh and Hudson River railway at Burnside; connects with its Port Jervis, Summitville and Monticello and the Kingston branches at Summitville, and with the Scranton division at Cadosia. Its main line crosses Orange and Sullivan counties, and extends about 15 miles into Delaware county. The Summitville-Port Jervis branch has about 2.25 miles of line in Sullivan county and about 20.22 miles in Orange county. The Summitville-Kingston line has about 5.6 miles in Sullivan county and about 30.39 miles in Ulster county. The Delhi branch lies wholly in Delaware county.

This division has heavy grades and numerous curves. The following statements show the maximum curvature and grades in main line tracks, with their length and location.

Curves.	Degrees.	Length, feet.
Southern division, main line, at Cooks Falls	7	1700
Ellenville & Kingston R.R. and Ellenville branch	10	320
P. J., M. & S., at Rose Point	7	495
Delhi branch, at Walton	8	1675

Grades.	Rate, feet per mile.	Length, miles.	Direction.
Cornwall–Sidney	105	0.18	North.
Sidney–Cornwall	95	0.20	South.
Summitville–Monticello	122	2.80	South.
Monticello–Summitville	66	0.55	North.
Summitville–Kingston	58	0.14	North.
Kingston–Summitville	68	1.16	South.
Walton–Delhi	63	0.50	North.
Delhi–Walton	70	0.30	South.

Details of alignment and grades:

	Alignment.			
	Number of curves.	Total length of curved line, miles.	Total length of straight line, miles.	Total length level line, miles.
Cornwall—Sidney	347	64.58	82.55	13.23
Summitville—Ellenville	25	3.99	3.81	1.59
Ellenville—Kingston	61	8.25	18.89	9.43
Port Jervis—Monticello	59	9.31	14.54	0.39
Valley Junction—Summitville	19	2.08	12.34	4.41
Walton—Delhi	65	7.21	9.63	4.57

Details of alignment and grades (*concluded*):

	Grades.					
	Ascending.			Descending.		
	Number.	Total rise, feet.	Length, miles.	Number.	Total fall, feet.	Length, miles.
Cornwall—Sidney	41	3621	68.00	35	2645	66.20
Summitville—Ellenville	6	49	1.15	18	258	5.06
Ellenville—Kingston	5	132	6.44	23	290	11.27
Port Jervis—Monticello	1	1300	23.46	.....	.....	.....
Valley Junction—Summitville	21	92	7.10	15	40	2.91
Walton—Delhi	21	263	8.94	12	136	3.33

Considerable improvement has been made in the widening of embankments and the enlarging of ditches since the last previous inspection. The cuts on the whole are of fair cross-section; underdrainage however would materially assist in the maintenance of the slopes of a number of the cuts, and this is especially so of some cuts with slopes supported by retaining walls.

There are four tunnels: Bloomingburgh, 3854 feet long; Fallsburgh, 1200 feet long; Hawk Mountain, 1300 feet long; and Northfield, 1700 feet long: an aggregate length of 8054 feet of tunneled line. These tunnels are single tracked, are operated under the absolute block system (see remarks under Block system), and appear to be in good condition as to lining, etc.

Steel and iron bridges are in fair condition. A general overhauling of their wooden floors (decks) has been made in a number of cases since last previous inspection, and still further renewals were in progress at the time of this inspection. A considerable number of bridges need painting.

There are no wooden bridges.

Timber trestles are in fair condition. The wooden pile trestle at Valley Junction on the Summitville-Port Jervis line will be replaced by a permanent structure during the coming year.

All overhead highway crossings clear 21 feet or more. The overhead railroad crossing carrying the Newburgh branch, Erie railroad, does not clear 21 feet; a detailed survey would be necessary to determine the feasibility and cost of changing the structure so as to give a clearance of 21 feet.

Arch, box, and pipe culverts are apparently in good condition and are free of obstructions to the passage of water.

The standard cross-tie for main line is 6 x 9 in. x 8 ft. long, and for the branches 6 x 8 in. x 8 ft. long. The Southern division main line has 95 per cent yellow pine, 5 per cent chestnut and oak, and the ties are laid 3200 per mile; Ellenville branch, 85 per cent yellow pine, 15 per cent chestnut, and laid 2800 per mile; E. & K., 100 per cent yellow pine, laid 2800 per mile; P. J., M. & S., 55 per cent yellow pine, 45 per cent chestnut and oak, laid 2800 per mile; and Delhi branch, 60 per cent yellow pine and 40 per cent oak and chestnut, laid 2800 per mile. The tie renewals are reported by the company as 1 in 8 per annum (12.5 per cent). This amount of tie renewals should generally speaking be sufficient to keep a line in fair condition, and would do so if that percentage has been applied during a long series of years, so as to get a uniform tie condition.

The line of the Southern division and branches is largely curved, and the track requires frequent respiking to keep it to gauge, etc.; this is especially true of the line between Cadosia and Cornwall, over which a heavy coal traffic is handled. Each respiking of a tie weakens it, and in addition the old spike holes form a receptacle for the accumulation of moisture which in turn starts decay in the tie, the spike holes being at the point where the rail rests on the tie and where the tie has been crushed by the rail bearing on it.

The application of plates to a tie at the time it is put in the track naturally greatly assists in prolonging the life of the tie by preventing the rail from cutting into it; but where plates are applied after the ties have for some time been subjected to the direct action of the rail, their use is of doubtful utility. They will in such cases prevent further cutting into the tie to some extent, but the accumulation of moisture under them into the already softened rail-seat aids the deterioration by the protection the plate gives against drying of the tie. Tie-plates are being used freely on the Southern division, especially under the new rail that is being laid and on curves.

Below is a statement of the miles of rail of various weights in main tracks.

	95-lb.	85-lb.	76-lb.	75-lb.	67-lb.	62-lb.	56-lb.
Southern division	36.46	8.73	85.31	16.95	.....	.....	.....
Ellenville branch	.....	.....	.....	.....	7.10	.....	0.70
E. & K.	.....	.....	.....	.....	25.89	.....	1.25
P. J., M. & S.	.....	.....	.....	36.25	2.02	.....	.....
Delhi branch	.....	.....	.....	.....	3.18	.....	13.66

The 95-lb. rail is spliced with 36-inch. 6-bolt angle plates; 85-lb. rail with 26-in. 6-bolt (⅞ inch) Bonzano plates; 76, 75, 67, and 56-lb. with 36-in. 4-bolt angle plates.

The 85-lb. rail is open hearth steel and the balance Bessemer steel.

17.5 miles of 85-lb. rail were in course of being laid on the Southern division at the time of this inspection, and a fair proportion of the rail replaced will be available for relaying this season. There are a number of places where the rail is worn about to the limit, and this rail, it is reported, will be replaced this year.

The rail on the branch lines is in fair condition.

Split switches with automatic stands provided with target signals and lights, and spring rail frogs are used in main tracks. Many of the facing points are protected by distant signals, and main track switches located in the block signaled territory are electrically interlocked with the block signals. Derails are used at railroad grade crossings and at sidings where cars might run away and foul the main track.

Gravel, engine cinders, and anthracite culm are the ballasting materials available, and on the whole they are found in fair quantity. Some stone has been used in ballasting Hawk Mountain tunnel.

The line and surface of the track have improved, as well as its general riding qualities, since the last previous inspection. The approaches to some of the heavier curves could be improved by the application of easement curves.

The track sections are generally 5 miles long, and each section gang is comprised of a foreman and 4 men on single track, and a foreman and 6 men on double track. Flags and torpedoes are used in protecting trains in maintenance of way operations. Night watchmen and trackwalkers are employed in mountainous sections, and 36 watchmen not including trackwalkers are employed to protect bridges, trestles, slopes, etc.

The following railroads are crossed at grade: Lehigh and Hudson River railroad, at Burnside; Erie railroad, Montgomery branch, at Campbell Hall; Port Jervis Street railway, at Port Jervis. The Port Jervis Street railway crosses in one direction on about a 11.5 per cent down grade. Its only protection on this down grade against the O. & W. trains is a hand operated derail switch. The view of the crossing from an approaching O. & W. train moving out of Port Jervis is not good, and an inbound train approaches it on a heavy down grade.

The following interlocking plants are in operation on the Southern division: Burnside: O. & W. and L. & H., 24-lever machine, 1 spare space, mechanical; Campbell Hall: O. & W. and Erie railroad, 4-lever machine, no spare spaces, mechanical; Middletown: O. & W. and Erie connection, 28-lever machine, 2 spare spaces, mechanical; Crawford Junction: O. & W. and Erie Crawford branch, 12-lever machine, 2 spare spaces, mechanical; Bloomingburgh: O. & W. tunnel, 20-lever machine, 4 spare spaces, electro-mechanical; Mamakating: O. & W. tunnel, 5-lever machine, no spare spaces, electro-mechanical; Fallsburgh: O. & W. tunnel, 11-lever machine, 5 spare spaces, electro-pneumatic; Cadosia: O. & W. Hawk Mountain tunnel, 11-lever machine, 3 spare spaces, electro-pneumatic.

The right of way is in fair condition as to undergrowth, etc.

The highway crossings are generally in fair condition, and their approaches to the track cleared of obstructions to the view. They are protected as shown below.

	Flagmen and gates.	Flagmen only.	Bells.	Unprotected.
Southern division	3	9	19	67
Ellenville branch	.....	.....	.....	6
Ellenville & Kingston	3	.....	2	13
P. J., M. & S.	.....	.....	2	25
Delhi branch	.....	1	5	9
Total	6	10	28	120

The highway grade crossings are provided with whistling and bell ringing posts and crossing signs.

Electric automatic signals are installed between Cornwall and Cadosia, 107.56 miles. From Cornwall to Luzon, 59 miles, the system is style "B" Union motor signals, with home and distant signals on same mast. When a train is in the block immediately ahead of a signal both signal arms remain in the stop position; and when the train has cleared that block but occupies the next block in advance the home signal stands in the clear, or go ahead. position, and the distant signal blade remains in the caution position. Thus at the entrance of each block the engineman of a train is given the train situation for the two blocks immediately ahead. These signals are operated wireless and controlled by polarized track circuits without overlap.

Between Luzon and Cadosia, 48.56 miles, revolving disc clockwork signals commonly known as banner signals are installed. These signals are controlled by neutral track circuits without overlap and assume the stop position 180 feet in advance of a train entering a block. At several points on the road where a full block system has not been installed, such as at sharp curves, obscured view approaching stations, etc., automatic signals have been installed.

The signal protection of the four tunnels has been so well worked out that it is deemed of sufficient interest to give it in detail; the reference is to the blue-prints attached to office copy of this report. Print No. 1, signals Northfield tunnel. Normal clear is the position of these signals. Type of signal, Union Switch & Signal Company style "B" motor. The presence of a train in the track section between A and B, marked in red on the print, or not into clear on siding or with switch open, will shunt relay "R 1" which opens up line wire and controlling battery to 500 ohm relay on north end of tunnel, placing signal 188 in the stop position. When a train enters the section between B and C, relay "R 2" is shunted and places signal 187 in the stop position. When the rear end of the train passes out of the section between A and B and occupies the section B. C., relay "R1" will close, but signal 188 can not clear on account of the battery being open through relay "R 2". When the train passes out of this section and by C. both signals will come to the clear position. A train going south entering section at C. will open relay "R 2," which will open up the 500 ohm relay and place signal 188 and 187 in the stop position. When the train passes point B. relay "R 2" will close, permitting signal 187 to come to the clear position; but signal 188 can not come clear until the train has passed beyond point A. or into siding to clear with the switch closed for the main track. As before stated, relay "R 1" is shunted by the presence of a train in the section A. B. These signals are absolute blocks and must not be passed when in the stop position. A train before passing either signal at stop must send a flag through the tunnel to the next signal where a telephone is located, from that point he telephones to the conductor at the signal where the train is stopped advising him if the route is clear for the train to enter the block.

Print No. 2, controlling circuits electro pneumatic interlocking plant Fallsburgh and Hawk Mountain tunnels, shows arrangement of circuits. The signals at these points are controlled by electric track circuits and arranged in such a way that it is impossible to clear a signal to enter the tunnel or any part of the single track until the signal out of the tunnel has been cleared. This is only possible unless the next section between that signal and the next automatic signal is also clear. This was done so that passenger trains would not be held in the tunnel. Another point about this piece of interlocking is that when signal 8 L. northbound is cleared for a train to enter the tunnel the route can not be changed, but the signal may be placed at danger. The only way to change this route after it has once been set is to reverse a special lever in the machine which shunts the controlling circuit around and makes electrical connections for changing route; this special lever however can not be restored to the normal position by the signalman, as it is under lock and key and can only be changed by the repairman in charge of the plant. Both the superintendent's and the signal engineer's offices are notified by the repairman when a change of this kind is made. In order to protect tunnel men working in tunnel there is installed a 2-blade knife switch, called a "tunnel" switch. When it is necessary for the tunnel men to occupy the tunnel track the foreman, after receiving permission from the signalman over his signature, opens this tunnel switch which is under lock and key, the tunnel foreman being the only one having a key. This opens all controlling circuits. The rest of this print shows the ordinary connections for controlling the electric pneumatic switch and signal valves, also signal locks. There is telephone communication between signal 8 L. and signal tower.

Print No. 3, controlling circuits Bloomingburgh tunnel, is what is called a check locking system. Before a train can enter the tunnel it is necessary for the signalmen in towers 5 and 6 to work together and place the lever of the electric lock circuit controller in the direction in which the train is to move. At each end of the tunnel track circuit there is an overlap, so that it is impossible to clear the signal for a following train without the preceding train having passed the next automatic signal. This would be at a point between "C" and "D" and from "B" to signal 88. When a train enters the track circuit the dropping of the track indicator opens up the electric lock circuit controller magnets in both towers so that the route can not be changed by either of the signalmen while the tunnel track is occupied. There is the same protection at this tunnel for the tunnel trackmen as at the Fallsburgh tunnel. The tunnel circuit in this case extends from "A" to "C" marked in red on this print. There is also a telephone connection between both towers.

Stations are generally in good condition, and the "housekeeping" of many of them reflects credit on the agents in charge.

Among the repairs and improvements in addition to the regular track work since last previous inspection, the following were noted:

Rail.	85-lb., replacing 76-lb.	85-lb., replacing 85-lb.	75-lb., replacing 76-lb.
Main line, Cornwall to Oswego	5.93 miles.	4.84 miles.	0.03 miles.

Miles of track, single, re-ballasted:

Orr's Mills—Meadow Brook	0.50 mile gravel, 2 tracks.
Denniston's—Little Britain	1.50 miles gravel, 2 tracks.
Rock Tavern	2.00 miles gravel, 2 tracks.
Mechanicstown—Middletown	3.00 miles gravel, 1 (south) track.
Middletown	0.50 mile stone, 1 (north) track.
Red Hill	2.50 miles gravel, 1 (south) track.
Mountaindale	2.00 miles gravel, 2 tracks.
Hawk Mountain tunnel (near)	0.25 mile stone, 1 track.
Total	12.25 miles.

Open culverts and cattle-passes, P. J., M. & S.: bridge 17, I-beams replaced with 48-in. castiron pipe; bridge 31, I-beams replaced with 36-in. castiron pipe; bridge 32, I-beams replaced with 36-in. castiron pipe.

Arch, stone, and box culverts rebuilt, main line: bridge 1153, stone box replaced with 30-in. castiron pipe; bridge 1225, cement pipe replaced with 30-in. castiron pipe. P. J., M. & S.: bridge 51, open draw, replaced with 12-in. castiron pipe; bridge 62, 6-in. castiron pipe replaced with 12-in. castiron pipe; bridge 72, tile pipe replaced with 8-in. castiron pipe; bridge 91, tile pipe replaced with 8-in. castiron pipe. Open culvert in Middletown shop yard covered.

New buildings: creameries at Rock Tavern, Morrisville, Pratt's, and Munns; engine house at Middletown, addition.

New ash pit at Middletown, and new water tank at Fallsburgh.

On the whole system, all divisions, 45 miles of fence extensively repaired and 6 miles entirely rebuilt.

The Scranton division extends from Cadosia on the Southern division, to the Delaware river near Hancock station, a distance of 2.91 miles, single track. It has 0.54 mile of sidings and yard tracks. The part of the line in New York state lies wholly in Delaware county.

The curves and grades are not excessive, as shown in the tabulations of maximum curves and grades next below:

Curves.	Degree.	Length, feet.
Main line, Cadosia	8° 16′	1100

Grades.	Rate, feet per mile.	Length, miles.	Direction.
Cadosia—Delaware River	26	1.2	South.
Delaware River—Cadosia	39	1.15	North.

The cuts and embankments are of fair cross-section. Some ditches are not fully opened, and the underdrainage of some points would add to the stability of the roadbed.

The steel and iron bridges are in fair condition; a general overhauling of the wooden floors has been made since last previous inspection.

There are no wooden bridges or timber trestles.

The arch, box, and pipe culverts are apparently in good condition and free of obstructions to the passage of water.

Cross-ties are 6 x 9 in. x 8 ft. long, laid 3200 per mile; about 90 per cent yellow pine and 10 per cent of hard woods.

Rail and fastenings: 2.8 miles 85-lb. rail, and 0.11 mile 75-lb. rail, with 6-bolt angle fastenings; 2.5 miles of rail will be replaced by new 85-lb. rail this season.

Split switches, automatic switch stands, equipped with target signals and lights. Main track switches have spring rail frogs. Derails where needed.

The ballast is gravel and engine cinders in fair quantity, but a general raise of 2 or 3 inches along the entire line is desirable, as it would add to the life of the new rail soon to be laid.

The alignment is fair, but would be improved by the application of easement curves. The surface is not so good, but will be put in good condition when new rail is laid this season.

The sections are 5 miles long, manned by a foreman and 4 men. Flags and torpedoes are used in the protection of trains in maintenance of way operations.

There are no grade crossings of railroads, and no interlocking, none being needed.

The right of way is in fair condition.

There is one highway crossing, in good condition, being protected by bell and provided with whistling and bell ringing posts and crossing signs.

The line is operated under telegraphic train orders and the time limit system, care being taken to keep trains a long distance apart in running down the mountain toward Hancock.

There is one station, at Hancock, in good condition.

The Northern division consists of the following lines:

	First track, miles.	Second track, miles.	Sidings, miles.
Main line, Sidney to Oswego	124.30	1.43	48.65
New Berlin branch, New Berlin Junction to New Berlin	22.38	.....	2.59
Wharton Valley R.R., New Berlin to Edmeston	6.80	.....	1.29
Pecksport Connecting Ry., Pecksport to Whites Corners	3.69	.....	0.84
Utica Division, Randallsville to Utica	31.30	.....	19.19
Rome branch, Clinton to Rome	12.78	.....	2.76
Total	201.25	1.43	75.32

The main line connects with The Delaware and Hudson Company's railroad at Sidney and crosses it at grade, and with its own New Berlin branch at New Berlin Junction. It is closely paralleled by the D., L. & W. R. R., Utica division, from Oxford to west of Galena; connects with N. Y. Central, Chenango Valley branch, at Earlville; at Randallsville with its own Utica division; at Whites Corners with its Pecksport Connecting railway. At Oneida Castle, it is crossed by the N. Y. C. & H. R. R. R. (West Shore railroad) overhead; at Oneida, crossed by N. Y. C. & H. R. R. R. overhead, and connects with that road; at Fish Creek it connects with the Lehigh Valley railroad, the latter using about 600 feet of the New York, Ontario and Western railroad as a part of its main line. At Sylvan Beach there is about a mile of "loop" line into Sylvan Beach Station, on Oneida lake. At Fulton, connection is made with the N. Y. C. & H. R. R. R. (R., W. & O. R. R.); at Oswego, with the N. Y. C. & H. R. R. R. (R., W. & O. R. R.); at Pecksport, Utica division, with the Pecksport Connecting railway; at Clinton, with the Rome branch, and at Rome, with the N. Y. C. & H. R. R. R.

The Northern division passes through Delaware, Chenango, Madison, Oneida, Otsego, and Oswego counties.

The curvature of the Northern division, main line, is not excessive at any point; some of the branches have fairly heavy curves, but high speed is not made, nor does the traffic demand that heavy passenger trains be run over these lines.

The following statement shows the maximum curvature of grades:

Curves.	Degree.	Length, feet.
Northern division, main line, at Guilford	6	2122
New Berlin branch	6	1300
Wharton Valley R.R.	10	400
Utica division	8	910
Rome branch	7	549

Grades.	Rate per mile, feet.	Length, miles.	Direction.
Sidney—Oswego	109	0.19	North.
Oswego—Sidney	95	0.39	South.
New Berlin Junction—New Berlin	49	0.30	North.
New Berlin—New Berlin Junction	71	0.72	South.
New Berlin—Edmeston	79	0.23	North.
Edmeston—New Berlin	79	0.32	South.
Pecksport—Whites Corners	4	0.90	South.
Whites Corners—Pecksport	26	1.00	North.
Randallsville—Utica	52	0.40	North.
Utica—Randallsville	79	0.26	South.
Clinton—Rome	44	0.85	South.
Rome—Clinton	52	0.40	North.

Details of alignment and grades:

	Number of curves.	Alignment. Total length of curved line, miles.	Alignment. Total length of street line, miles.	Alignment. Total length level line, miles.
Sidney—Oswego	213	31.96	92.36	25.42
New Berlin Junction—New Berlin	64	8.92	13.46	2.73
New Berlin—Edmeston	13	1.54	5.26	1.44
Pecksport—Whites Corners	6	0.95	2.74	0.96
Randallsville—Utica	59	10.47	20.83	7.82
Clinton—Rome	18	2.86	9.92	3.18

	Grades. Ascending. Number.	Ascending. Total rise, feet.	Ascending. Length, miles.	Descending. Number.	Descending. Total fall, feet.	Descending. Length, miles.
Sidney—Oswego	33	1616	40.90	35	2324	58.00
New Berlin Junction—New Berlin	25	281	11.36	21	268	8.29
New Berlin—Edmeston	20	148	4.00	10	58	1.36
Pecksport—Whites Corners	3	37	1.78	1	4	0.95
Randallsville—Utica	13	123	5.30	15	827	18.18
Clinton—Rome	5	111	3.54	5	245	6.00

The cuts and embankments are of fair cross-section. Further improvement, which would tend much toward more economical track maintenance, would be had by providing deeper ditches, and underdrainage, at many points. Considerable improvement in the drainage has been made since the last previous inspection.

The steel and iron bridges are well maintained. A large amount of repairs and renewals of bridge floors was in progress at time of this inspection (this applies to all types of bridges). At Norwich a double track steel bridge is in course of erection.

There are no wooden bridges.

The timber trestles are in fair maintenance condition; a number of them have been overhauled since last previous inspection; four, aggregating 1100 ft. in length, have been earth filled, and others replaced with metal structures.

Open culverts and cattle-passes are generally in fair condition; a number are in course of rebuilding, and 15 at least will be earth filled and provided with masonry or pipe waterways this season.

All overhead highway crossing bridges clear 21 feet or more. The overhead railway crossing bridges carrying the N. Y. C. & H. R. R. R. (West Shore railroad) at Oneida Castle, and the N. Y. C. & H. R. R. R. at Oneida, do not clear 21 feet; a detailed survey would be necessary in order to determine the feasibility and cost of changing these structures to give 21 feet clearance.

Arch, box, and pipe culverts are in good condition and free of obstructions to the passage of water.

The standard cross-tie for main tracks is 6 x 9-in. x 8 ft. long; about 90 per cent are yellow pine and 10 per cent chestnut and cedar; they are laid 3200 per mile in main line tracks and 2800 to 3000 per mile in branch line tracks. Under heading "Cross-ties," Southern division, will be found some general comments on the tie situation.

Rail and fastenings: Statement of the miles of rail of various weights in main tracks:

Division or branch.	76 lbs.	75 lbs.	67 lbs.	62 lbs.	56 lbs.
Northern division	114.07	10.23	.....	.....	.....
New Berlin branch	.....	22.38	.....	.....	.....
Wharton Valley R.R.	.....	6.80	.....	.....	.....
Pecksport Connecting Ry	8.69	.....	.....	.....	.....
Utica division	5.35	11.70	14.35	.....	.....
Rome branch	.....	10.93	.....	1.00	0.85

The splices are 4-bolt angles, 36-in. long. Some of the rail is worn and battered at the ends, as for example in the main track between Coburns and Parker. It is proposed to lay about 4.5 miles of new 85-lb. rail in the Northern division main line tracks this season.

Split switches, and automatic switch stands with targets and lights, and spring rail frogs are used in main tracks, and where the view of facing point switches on heavy down grades is not good such switches are equipped with distant signals. Derails are placed in sidings where their use seems necessary.

The ballast is gravel generally, with some engine cinders and anthracite culm in fair quantity. The ballasting generally would be much improved by a lift of 2 or 3 inches over a greater part of the main line.

Both the line and surface of the tracks have been improved since last previous inspection; and while something in this respect is still to be done, it would seem from the care which is now being given to these details that they will be in fair condition for the coming winter.

The average length of track sections is 5 miles, and each is manned by a foreman and 4 men. In addition, work trains with gangs for ditching, filling, and other heavy work, are in operation over this and other divisions, and also a number of carpenter gangs for the repair and renewal of bridges and buildings. Trackwalkers and night watchmen are employed where it is deemed necessary. Flags and torpedoes are used to protect trains in maintenance of way operations.

Grade crossings of railroads:

At Sidney: The Delaware and Hudson Company's railroad, 2 tracks (main), is crossed at grade by the N. Y., O. & W. Ry., 1 track (main); the switches and signals at this crossing are interlocked, but there are no derails; N. Y., O. & W. Ry. trains stop before crossing, but The Delaware and Hudson trains do not stop. Near Fish Creek: The Lehigh Valley railroad connects with the N. Y., O. & W. Ry. and uses its main track for a distance of about 600 ft., and then leaves it at another junction point; the whole is interlocked. At Central Square: The New York Central and Hudson River railroad (R., W. & O. R. R.), 1 track (main), is crossed at grade by the 2 tracks of the N. Y., O. & W. Ry. The crossing is interlocked. At Oswego, 10th Street: electric line, single track, crosses N. Y., O. & W. Ry., 3 tracks, near end of an important switching yard; no derails, trolley guides, or signals. At New Hartford: The N. Y. C. & H. R. R. R. (West Shore railroad), 3 tracks, 1 track electrified third rail, is crossed at grade by the N. Y., O. & W. Ry.; no derails; trains of both roads stop before crossing. At Utica: The D., L. & W. R. R., 1 track (main), is crossed at grade by 1 track (main) of the N. Y., O. & W. Ry.; no interlocking; trains of both roads stop before crossing. At Utica, Lafayette street and Columbia street: Grade crossing of the N. Y., O. & W. Ry. by the Mohawk Valley Electric Street railway at each street; each point is provided with derails and trolley guides. At Clarks Mills: The N. Y. C. & H. R. R. R. (West Shore railroad), 2 tracks, is crossed at grade by the N. Y., O. & W. Ry., 1 track; interlocked.

The following interlocking plants are in operation on the Northern division: Sidney: O. & W. and D. & H., 32-lever machine, two spare, mechanical; Fish Creek: O. & W. and L. V., 40-lever machine, 5 spare, mechanical; Central Square: O. & W. and N. Y. C., 36-lever machine, 7 spare, mechanical; Utica: O. & W. drawbridge, over Erie canal, 8-lever machine, 3 spare, Federal, all electric; New Hartford: O. & W. and West Shore, lever machine, mechanical; Clarks Mills: O. & W. and West Shore, 58-lever machine, mechanical.

The right of way is in fair condition as to undergrowth, fences, etc.

The highway crossings are in fair condition. They are protected as shown below:

Division or branch.	Flagmen and gates.	Flagmen only.	Bells.	Unprotected.
Northern division	2	21	10	130
New Berlin branch	.....	.....	.....	26
Wharton Valley R.R.	.....	.....	.....	5
Pecksport Connecting Ry	.....	.....	.....	5
Utica division	8	2	1	34
Rome branch	.....	1	.....	15
Total	10	24	11	215

The highway grade crossings are provided with whistling and bell-ringing posts, and crossing signs.

The line between Fulton and Oswego, 12 miles, is operated under automatic electric block signals, a detailed description of which follows: Print No. 4, attached to office copy of this report, is a general plan of the signals between Fulton and Oswego. A number of the signals in this territory have the home and distant signal on the same mast; this was done so as to give an extra indication of the section in advance. These signals have both overlap and preliminary track circuits, also switch indicators at all switches leading to the main track to indicate if the track is occupied. Signals in this territory are the style "B" Union Switch and Signal Co. motor signal. Between these two points there are installed 7 telephones, so that in case of trouble, either with the signals or trains, the conductor can get into communication with the train dispatcher or telegraph office.

Stations are generally in good condition, and the "housekeeping" reflects credit on the various agents in charge.

Among the repairs and improvements, in addition to the regular track work, since last previous inspection, the following were noted: Rail: Rome branch, 5.45 miles of 56-lb. rail has been replaced by the same amount (length) of 75-lb. rail. Bridge masonry rebuilt and extensively repaired, etc.: bridge No. 294, Norwich. New stations and buildings: electric light plant, Oneida; station, Central Square; engine house, Oswego; machine shop, Oswego; carpenter shop, Oswego; power house, Oswego; office and storeroom, Oswego; and turntable, Oswego.

In what may be termed simple track work, the ratio of the cost of labor to the cost of material and labor on all divisions of this line was rather high during the years 1908 and 1909. In 1908 the cost of labor was about 61.04 per cent of the total expenses for track material and labor; and in 1909, labor cost about 65.56 per cent of the total expenses for track material and labor. Of the total for both years, 1908 and 1909, the cost of labor equaled about 63.32 per cent of the total expenses for track material and labor. Of the total expenses for the entire maintenance of way and structures account for the years 1908 and 1909 combined, the expenses for labor were about 85.66 per cent of the whole. Whether the total amount spent on track or the entire amount spent on maintenance of way and structures during that period was sufficient to maintain the road in good condition will not be discussed here, for however that point may be considered it does not affect the query whether the expenditures as made were such as to get the maximum efficiency in track maintenance.

When labor is not supported by the necessary material to make its effort fairly permanent, much of it is irrevocably lost: for example, the aligning and tamping of track on ballast which should be renewed, the gauging track on worn out ties, the patching of bridges and other structures when a general overhauling with new material is needed, etc. In most instances much more lasting results would be obtained by investing some of the labor expenditure in material. No fixed ratio of labor to material can be set down for the railroads as a whole, but it is possible to deduce approximately for each road the life of the various large items of expenditure, such as rails, ties, ballast, etc., and from such deduction approximate the percentage required in the renewal of these items; and after estimating the amount of labor required for putting the material in place, find an economic

ratio of labor to material for that particular line. Of course even approximately correct ratios may not be obtained at first, but it would seem that pretty close results could be had by averaging a series of years, after eliminating the cost of extraordinary conditions such as extensive washouts, failure of large bridges, etc. In any event, it will probably be found that the cost of labor does not necessarily amount to anything like the cost of material needed to keep the track in fair condition.

Recommendations: That a considerably increased amount of rail over that of the past few years be put in the main line tracks, to take the place of worn and battered rail, as soon as possible; the amount of rail put into these tracks during the past few years is not sufficient to take care of the necessary wear and tear of the rail under the traffic that now passes over it; that the surface and underdrainage be further improved.

Generally speaking, the entire line has been much improved during the past year, and most of the important recommendations of the last previous report complied with.

W. L. DERR.
Inspector Steam Railroads.

NIAGARA JUNCTION RAILWAY.

Inspected June 7, 1910. Last previous inspection September 22, 1909.

To the Public Service Commission, Second district:

GENTLEMEN: I have inspected the Niagara Junction railway and respectfully submit the following report:

The Niagara Junction railway is a belt freight line extending from Portage Road, Niagara Falls, to Lockport Junction, a distance of 4.86 miles. At Niagara Falls it connects with the New York Central and Hudson River railroad; and at Echota, about 2.2 miles east of Niagara Falls, with the Erie railroad. Its total main line mileage, including Erie and New York Central connections, is about 5.73 miles. It has about 6.31 miles of its own sidings and about 4 miles of private industrial sidings. The line is wholly in Niagara county.

The line is comparatively level excepting the grades forming the approaches to the New York Central and Erie overhead crossings. The maximum grade is 56.07 ft. per mile for 2400 ft., from Pike Creek to Packard Road, Niagara Falls. Maximum curve in main track, 10 degrees, at Niagara Falls.

The steel and iron bridges and timber trestles are in fair condition. There are no open culverts or cattle-passes. There are no arches; all openings are in good condition and free of obstructions to the passage of water.

The cross-ties are in fair condition, 6 x 8-in. x 9 ft. long, approximately 50 per cent oak and 50 per cent yellow pine; 5 per cent renewed since last previous inspection.

The rail in main track is 80 lbs. per yard, in sidings 70 lbs., and in fair condition; connections, 26-in. 6-hole angle-splices. Split point switches, automatic switch stands, and rail frogs. Derailing switches where needed.

The ballast is largely broken stone.

The line is comprised of one track section, with a foreman and from 4 to 8 men. Flags and lanterns used to protect maintenance operations.

The right of way is in good condition. The highway crossings are in good condition, being well graded and planked and provided with crossing signs.

Being wholly an industrial road, no stations are provided, and none seem necessary.

Five per cent ties renewed since last previous inspection, and track generally overhauled.

The ratio of labor, maintenance of way and structures, to the total expenses under that head in 1909 was 78.7 per cent; in 1908 the ratio was 46.4 per cent, while for the two years combined it was 59.48 per cent. As the balance of the total after labor is deducted is practically all chargeable to material, it would seem that hardly a sufficient amount of the total to get the best results had been spent on material. In 1909, when 78.7 per cent was spent for labor, that item was too great in proportion to the whole to get the best results, though that of 1908 was better.

The above condition is one that obtains on many other roads as well as on this one, and is due apparently to the desire to keep down the total cost of material. It should however be borne in mind that much of the expenditure for labor, when not backed by necessary material, is lost, and the matter is one that should receive careful study if best results are wished for in respect to maintenance of way and structures. This point applies regardless of the total amount spent.

As the company seems to have kept its property in fair condition during the past, no detailed recommendations appear to be necessary.

W. L. DERR,
Inspector Steam Railroads.

NORTHERN CENTRAL RAILWAY.

Inspected June 6 and 7, 1910. Last previous inspection August 25 and 26, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Northern Central railway and respectfully submit the following report:

The Northern Central railway within the State of New York consists of three branches, the main line extending from the Pennsylvania-State line 6 miles south of Elmira to Canandaigua; the Sodus Bay branch extending from its junction with the main line at Stanley to Sodus Point; and the Lake branch, a short line within the village of Canandaigua, extending from a connection with the main line near Canandaigua station to a pier on Canandaigua lake: this branch is used exclusively for freight, and is in satisfactory condition for the purpose for which it is used.

The main line is broken at Elmira, the trains of this road being operated over the Erie railroad from Southport to Chemung Junction, a distance of 6.20 miles. That portion south of Southport is 6.44 miles in length.

No especially difficult topographical features were encountered in the construction of this road. From Elmira north it follows the valley of a creek feeding Seneca lake until it reaches the village of Watkins; from here north it traverses the west bank of the lake for a considerable distance, after which it follows the plateau between Seneca and Keuka lakes to Penn Yan. From Penn Yan the country is rolling with no especial topographical features. At the time of construction it was apparently desirable to reach the level of Seneca lake at Watkins. By so doing the limiting grades of the road north and south of Watkins were made. Had not this been desirable it would have been possible to have constructed the line a short distance west of Watkins, thereby gaining a road with easy curves and light grades. A plan to construct such a line has been prepared, but conditions have never warranted the expenditure involved.

The portion of the line south of Montour Falls is considerably crooked, although the curves are not excessive. Several reductions in curvature have been made during past years which materially improved this feature. The maximum degree of curvature is 8 degrees. The Sodus Bay branch is constructed with light curves, the maximum being 5 degrees; at the southern end it is somewhat crooked.

The grades north and south of Watkins are quite heavy for roads in this section of the country, the maximum being 66 ft. to the mile; over the balance of the line they are regular and generally light. The grades on the Sodus Bay branch are more broken owing to the rolling nature of the country in that section; the maximum is 74½ ft. per mile.

The cuts, embankments, etc., are very well taken care of. South of Watkins considerable difficulty is encountered with sliding sidehill cuts. Owing to this the ditches are not in as good condition as they might be. The ditches on the remainder of the line are generally good. Through Penn Yan the drainage appeared sluggish and contained a considerable amount of sewage. A little ditching in this vicinity with a view to improving the flow would be advantageous.

The track alignment and surface are first class. On portions of the Sodus Bay branch some sections appeared very much better than others. This appears to be a matter involving the efficiency of the foreman, there being no apparent physical reason for one section being so much better than its neighbor, as was the case in one instance.

The steel bridges are mainly plate girders, there being only 3 steel trusses; these are generally in very good condition. The decks of one or two needed renewing, and will be attended to this year. On several the paint had become worn and scaled; these should be painted during the present season. The masonry in general is excellent, being chiefly cut stone and concrete. The pointing on two abutments was bad. This company maintains a corps of bridge inspectors who are required to make systematic daily bridge inspections; these men make daily inspection reports of all features which it is necessary to inspect, thereby keeping the official in charge of bridge maintenance in close touch with the condition of the entire line. This appears to be a commendable practice, since it guarantees the safety of the structures and enables the company to anticipate any deterioration which might be unobserved by the track foreman who is supposed to look after the work on other lines.

There are 3 wooden Howe truss bridges on the Sodus Bay branch, 2 of one span and 1 of two spans. In addition to the trusses, the floor is supported by timber arches flanking each truss. When originally designed the arches were intended to carry the dead load and moving load when uniformly distributed; the trusses were to carry the moving load only. Under present loading however they must act together in order to carry the loads, and hence since they are not rigidly connected it is absolutely essential that they shall be uniformly loaded; also it is imperative, as in all timber trusses, that the several rods com-

posing each tension member receive their proper share of the stress. I found the timber in these bridges to be in excellent condition and to be properly protected and inspected. The floor system appears ample, it having been from time to time reinforced by the insertion of additional members. The loads moving over these structures are restricted.

There are 7 framed bent and 1 pile trestle on the main line, and 6 framed bent trestles in the Sodus Bay branch; these trestles are all built according to the Pennsylvania standard and are ample and in good condition with one exception, bridge 116: this is to be replaced by a masonry structure with plate girders during the present season. Inside and outside guard-rails are maintained on all bridge structures.

There are quite a number of culverts and cattle-passes in the line; all are in good condition with the exception of a culvert just north of Watkins and a cattle-pass north of bridge 110: the east side of the north abutment is carried on timber cribbing in the former; this should be replaced with permanent and modern construction; the abutments of the latter are very poor and should be entirely rebuilt immediately; timber bents have been installed to help carry the load so that it is safe until a new structure is completed. There are a number of small box, arch, and pipe drains, all of which appear clean and in good condition.

As a whole, the station buildings along the line appear satisfactory and are sufficiently large to meet the needs of the localities in which they are located. There is one exception to this, Penn Yan: the structure at this point is old and lacking in facilities for the comfort of the patrons. Penn Yan is one of the most important stations, if not the most important, outside of Elmira, and it seems to me that a modern structure with modern facilities would enhance not only the comfort of the patrons but the interests of the village and railroad in general. In addition to the regular business there is a considerable amount of summer traffic handled at this station. I noted also that a portion of the flooring in the waiting room at Montour Falls was badly rotted. The following stations on the Sodus Bay branch would be materially improved by an external and internal coat of paint: Seneca Castle, Sodus Center, and Wallington.

There is one overhead highway bridge with a clearance of 21 ft.; there are three other overhead structures with a clearance as indicated: crossing of D., L. & W. R. R. south of Horseheads, 19 ft. 4 in.; crossing of N. Y. C. & H. R. R. R. at Himrods Junction, 17 ft. 3 in.; crossing of L. V. R. R. south of Phelps Junction, 19 ft. 10 in.; all are protected by warning signs, which were in excellent condition.

The main line is laid with 53.4 miles of 85-lb. steel rail and 18.71 miles of 70-lb. steel: the Sodus Bay branch is laid with 2.76 miles of 85-lb. steel, 5.12 miles of 70-lb. steel, and 26.18 miles of 60-lb. steel. The main line 85-lb. rail is in good condition; the 70-lb. rail is in fair condition, and is being renewed with 85-lb. as fast as possible; the 70-lb. and 60-lb. rail on the Sodus Bay branch was chiefly second-hand when laid and renewals have been made with second-hand rail, so it is naturally in from poor to fair condition: a considerable amount of it is badly bent and the joints are generally permanently low. The locomotives used on this branch are restricted to a light class and hence the rail is safe. It will be impossible to get very good line and surface on this old rail. The joints are all connected by standard 4- and 6-bolt splices, all tight and in good condition.

The standard tie is 7 x 7 in. x 8½ ft.; they are laid 2600 to the mile, and consist of oak, chestnut, and pine. The percentages renewed since last inspection are: main line south of Elmira, 5 per cent; main line north of Elmira, 6½ per cent; Sodus Bay branch, 9 per cent; Lake branch, 14 per cent. The ties are generally in good condition, well tamped and uniformly spaced.

Standard Pennsylvania railroad track appliances are generally used. All switches are of the split point type, equipped with both the ordinary ground lever and rigid switch stands. All switches in the main tracks are provided with targets and lamps, connected to the moving rails instead of to the switch stands. Distant signals are provided at all switches where the view of the switch target is obscured or limited. Frogs are of the manganese point, stiff and spring type. All of the track appliances are well maintained.

The ballast chiefly consists of cinder in varying quantities. In some portions the ballast is thin, but generally it is in good condition. About 17.7 miles were re-ballasted with cinder since last inspection.

The right of way is generally clean and in excellent condition.

The fences are well maintained. Last year 4.6 miles of woven wire fence and .45 miles of wooden snow fence were built: 10.99 miles were extensively repaired. The road crossings and signs are in excellent condition.

The average length of sections, and section force are: main line south of Elmira, 4 miles, 6 men; main line north of Elmira, 5 miles, 6 men; Sodus Bay branch, 5 miles, 6 men. Each section is patrolled daily by a member of the gang. Proper signals, etc., are furnished each gang.

Grade crossings with steam railroads are as follows: Lehigh Valley at Stanley: 1 track crossed; movements governed by an interlocking plant: there are derails in the Lehigh track and the signals are normally at danger for movements on this branch; the signals governing the Northern Central tracks consist of home and distant signals and are normally clear; in order to cross, the Lehigh crews go into the cabin and throw the levers moving the derails, at which time signals are set against Northern Central trains and cleared for Lehigh trains. New York Central and Hudson River railroad (Auburn branch) at Phelps Junction: 1 track crossed; movements governed by flagman stationed at crossing; all trains come to a full stop before crossing. New York Central and Hudson River railroad (Ontario division) at Wallington: 1 track crossed; movements governed by interlocked signals operated from station building; all trains come to full stop before crossing.

Grade crossings of electric railroads: Elmira and Seneca Lake Traction Company at Montour Falls: 1 track crossed; derails maintained in trolley track and a watchman is stationed at the crossing; the trough over the wire is too short. Rochester and Eastern Rapid railway, at Saltonstall street, Canandaigua: crossing Lake branch: 1 track crossed; derails in the trolley track.

Train movements are governed by the manual controlled telegraphic train order block system. The blocking is positive for opposing traffic, and for passenger trains following and freight trains following passenger trains; permissive for freight trains following freight trains only. Block towers and passing sidings are conveniently located and seem to meet the demands sufficiently. It would seem however that the company would endeavor to supplant this system by the automatic system which has been so effective on single track lines similarly situated.

Mechanically operated interlocking plants: Erie Junction, Elmira: 20 levers, 3 spare; maintained and operated by Erie railroad; governs connection of Northern Central with Erie. Chemung Junction: 14 levers, 1 spare: maintained and operated by Erie railroad; governs connection of Northern Central with Erie. Stanley: 9 levers; maintained and operated by Lehigh Valley railroad; governs crossing of Northern Central and Lehigh Valley. Wallington: 2 levers; maintained and operated jointly by the New York Central and Hudson River railroad and Northern Central railway, to govern movements over crossing at this point.

The terminal facilities appear to be sufficient for the present demands of the business. The track layout at Himrods, where there is considerable interchange with the New York Central and Hudson River railroad, appears rather congested; to improve it however would require a complete and extensive change. The other points along the line seem to be amply served in the way of siding and storage facilities.

During the past year the following has been done: new deck of creosoted white oak timber put on bridge 111; timber trestle at Orleans replaced by single span steel I-beam on concrete masonry; wooden cattle-pass north of Flint replaced by solid concrete structure; 7 stone box culverts replaced with iron pipes; 12 bridges painted; air compressor building erected at Elmira; sheds built at Elmira and Sodus Point to protect men shoveling coal; water closets erected at Millport, Milo, and Lake Shore; joint car inspection buildings erected at Wallington and Elmira; freight station erected at Southport; mechanical coaling plant being erected at Southport: stations at Rock Stream, Glenora, Stanley, Himrods, Bellona, Lewis, Orleans, Fairville, and Sodus Point have been painted; shop buildings at Sodus Point painted; new engine inspection pit built at Watkins; new 12-ft. wagon scale erected at Ennerdale; an electric crossing bell installed at grade crossing north of Himrods; 12 wooden whistle-posts and 4 wooden bridge signs have been replaced by standard castiron ones; 8 standard castiron whistle-posts have been installed at dangerous farm crossings.

Recommendations: That a new station be erected at Penn Yan; that the masonry of the cattle-pass just north of bridge 110 be renewed.

The recommendations contained in the last report have been complied with as regards the fencing. Rail renewals are being made as promptly as possible and consistent with the earning power of the line.

C. R. VANNEMAN,
Steam Railroad Inspector.

NORWOOD AND SAINT LAWRENCE RAILROAD.

Inspected May 27, 1910. Last previous inspection November 16 and 17, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Norwood and St. Lawrence railroad and respectfully submit the following report:

The Norwood and St. Lawrence railroad is a single track line, extending from a connection with the St. Lawrence division of

the New York Central and Hudson River railroad at Norwood to Waddington, on the St. Lawrence river. It comprises what was formerly known as the Norwood and St. Lawrence railroad and the Raymondville and Waddington railroad. The length of line is 19.19 miles. There is about 1 mile of sidings and yard tracks.

The country through which the line passes is of a rolling nature, and several long and fairly heavy grades are encountered. That portion north of Raymondville is partially under construction. The maximum grade, after the completion of this portion of the line, will be approximately 1.2 per cent. The line south of Raymondville is somewhat crooked, there being a number of curves, the maximum of which is 12 degrees. North of Raymondville the line is very straight with the exception of that portion near the terminus at Waddington. In constructing the line it seems that apparently no attempt has been made to cut down the grades. With a small additional outlay a maximum gradient of probably 0.5 per cent could be obtained; and in view of the fact that probably the heaviest haul will be from Waddington south and that the grade is ascending from Waddington, it is apparent that the adoption of this gradient would have been of material assistance in the future.

Nearly all of the cuts are now completed, a steam shovel being in operation at the time of the inspection; but the final grading of the slopes and embankments will be under way during the whole of the present season. The cuts and embankments south of Raymondville are in very good condition, and the drainage is well taken care of. From the manner in which that portion north of Raymondville is being prosecuted, it is apparent that the features on this portion will be equally as good as those on the southern portion.

The bridges and masonry on both portions of the line are in good condition. Concrete is used entirely on the Raymondville and Waddington portion, with steel girders. A mistake has apparently been made in the construction of what is known as the U type of abutment. This type has long since been discarded as the best in modern practice, in view of the fact that it is very difficult to maintain the embankments at the ends of the wing-walls.

The culverts and cattle-passes are of modern construction, concrete being extensively used and arches being constructed wherever the conditions will permit. I noted one culvert, just north of Norfolk, which consists of a single 18-in. I-beam on stone masonry; this type of construction is not good, in view of the fact that the single I-beam does not afford very much rigidity. There is also a trestle just north of Raymondville, which will be filled during the present season. At Norfolk there is a deck lattice girder bridge across the Raquette river carrying a single track siding to a mill on the opposite side of the river from that on which the main line is located. This bridge is not provided with inside guard-rails. Since the track leading to it is on a curve, it seems to me that inside steel guard-rails should be provided, by which to aid in preventing cars from going into the river should they be derailed at this point. There were evidences of derailments at the ends of this bridge, which might have been serious had not the cars been stopped within a very few feet. In the new portion of the line there are a great many temporary structures, mainly trestles, composed of framed bents or cribbing. These are carefully watched, and since the speed over this portion of the line is maintained at about 15 miles per hour, they are perfectly safe. There is one overhead highway bridge, which is now constructed of wood, but will be finally a permanent structure of steel and concrete.

The stations are modern in every respect and seem to have been designed to take care of the traffic for a great many years.

The track is laid with 70-lb. and 60-lb. steel rail, that portion between Raymondville and Waddington being new 70-lb. with the exception of about 2½ miles, which is old 60-lb. rail taken from the line south of Raymondville. This rail will be removed in the very near future, and new 70-lb. rail will be substituted. The ties are in very good condition, being practically all new. The track appliances are first class, the switches being of the split point type, provided with rigid and automatic stands equipped with targets. Standard signal lamps are provided for use at night.

The track is ballasted with gravel and cinders. The portion north of Raymondville of course is not in its final form, and the ballast has not been supplied to as full an extent as will be eventually necessary.

There are 3 track gangs, in addition to the construction gang, and every effort is being made to keep the track in first-class condition during the process of construction.

The right of way has been cleared throughout and is being well fenced with wire fencing along the entire line. The highway crossings are maintained in good condition, with the proper warning signs.

No system of signaling is maintained, despite the fact that there are usually two trains operating on the road at the same time. There are regular train rules governing the operation, and passenger trains move under a regular schedule. The freight traffic is mainly between Raymondville and Norwood at the present time, and the main track is cleared prior to the movements of the passenger trains. A complete telephone system will be installed along the entire line for the operation of the road. Two new Y's have been constructed at the termini during the past year, therefore no back-up movements are necessary.

Recommendation: That the small opening north of Norfolk in which there is only one 18-inch girder under each rail, be supplied with a more rigid form of bridge structure during the coming season.

The recommendations contained in the last inspection report have been complied with in so far as it has been possible.

C. R. VANNEMAN,
Steam Railroad Inspector.

OTIS RAILWAY.

Inspected June 23, 1910. Last previous inspection July 1, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Otis railway and respectfully submit the following report:

The line starts from Otis Junction, a station on the Catskill Mountain railway, and ascends about 1600 ft. to the top of the Catskill mountains, a distance of 5800 ft., where it has a connection with the Catskill and Tannersville railway. It is operated principally for the conveyance of tourists to the various hotels and other summer resorts in the Catskill mountains, and only during the summer season.

A somewhat detailed description of the mechanical working of the line will be found in the report of 1909, and it is sufficient to say here that its cars are moved by cable haulage, the engine power being located at the top of the plane. The hauling engines are controlled by a system of levers extending into the engineman's tower, the engineman having an unobstructed view of the cars in motion at all but one short space on the line. In general it may be said that this is a double track, narrow gauge railroad, composed of 3 rails for both tracks. Halfway down the incline the tracks diverge, and the central rail, the one common to both tracks, opens out or doubles for a distance sufficient for two cars in opposite directions to pass each other, forming at that point 2 independent tracks of 2 rails each.

The 3-railed scheme was adopted for a number of reasons, among which are: No movable switch points are required at the passing point; therefore there is no risk of accident through misplaced switches. The extra width of roadway over bridges gives greater lateral stability to these structures. Sufficient space and play are given for the cables to hold the center of the separated tracks at the passing point, the grooved carrying wheels holding cables in place the same as on the straight track.

The line is straight its entire length excepting where the tracks separate to form the passing place for cars, where it slightly reverse curves for a short distance along each track. The grade line follows practically the natural slope of the mountain and is somewhat irregular, and necessarily always heavy.

The cuts are through rock and are of a fair cross-section; the fills generally short and made of loose rock. A number of the depressions in the line are bridged instead of being filled, a seemingly wise precaution in a heavy, mountainous region where there should be as little as possible of interference with the natural drainage facilities.

The bridges generally are in fair condition. On the concrete viaduct the longitudinal braces are showing signs of failure: one of them has given way near the point of connection with the trestle cap, another has broken about 4 feet from the ground, and a third one shows signs of cracking near the upper end. These failures appear to be due to the extreme length of the member between supports, which allows it to sag. The vibration of the structure, due to the passage of cars and somewhat further intensified by the rolling of the cable over it, may also tend toward helping these failures.

It is somewhat problematical as to whether these longitudinal braces are of any real benefit to the structure; they apparently add nothing to its strength from the standpoint of carrying capacity, and it would seem that their only function is to prevent the downhill movement of the structure itself. It is believed however after a pretty careful study of the structure, that its general construction is such that it would not move (slide) downhill even if all the lateral braces were removed, it being very doubtful whether any of them are subjected to pressure from movement of the structure itself. Upon this point however the Otis company would do well to take advice from the designer of the bridge; and if he considers it best to retain the longitudinal braces, those that have failed should be repaired and all further strengthened at once; otherwise they should be removed.

The track is supported on wooden stringers resting on lateral subsills, the tops of which are placed in the roadbed flush with its surface.

The cross-ties are 6 x 8 in. x 9 ft. long, extending under both tracks. The structure is guard timbered throughout its entire length.

Some of the timber stringers supporting the track are becoming soft, and the greater part should be renewed within the next few years. It might be well in renewing the structure to place the track directly on the roadbed, the same as in ordinary railroad construction, as by so doing a much more easily and cheaply maintained track would be had.

The ratio of labor to the total maintenance of way and structure account is about 30 per cent, showing that a fair regard has been paid to the reinforcing of labor by material.

The rail is steel and weighs 35 lbs. per yard. The fastenings are 18-in. 4-bolt angle splices.

In operation of this railway the hauling cables appear to receive the first consideration. They and their carriers and drums are carefully inspected and kept to a high standard of maintenance.

The repairs and improvements made since the line was inspected in 1909 have been such as to keep the line in fair condition.

Recommendations: That the wooden track supports be gradually replaced by the ordinary ballast construction; that the longitudinal braces of the concrete trestle be removed if not needed; or, if retained, that those broken be repaired, and all be strengthened.

W. L. DERR,
Inspector Steam Railroads.

OWASCO RIVER RAILROAD.

Inspected May 18, 1910. Last previous inspection November 5, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Owasco River railway and respectfully report as follows:

The Owasco River railway consists of a single track extending from the tracks of the New York Central and Hudson River railroad near its main station in Auburn, to the works of the International Harvester Company on Genesee street in the same city. The length is about 0.50 mile. The line is built along the Owasco river and for the major portion of the distance is constructed on a trestle. The line is used exclusively for the transportation of the business of the International Harvester Company and the delivery of coal to The Auburn Light, Heat and Power Company. A short piece of it is on embankment, which is in good condition.

The Owasco river is crossed on a 2-span deck latticed girder bridge, supported by stone masonry abutments and piers; the steel and masonry are in good condition, the latter being well pointed.

There is a timber trestle consisting of 97 framed bents spaced 12 in. center to center, supported on stone masonry; they carry two 8 x 16-in. stringers, which in turn carry the deck of sawed ties; this trestle is in good condition with the exception of several posts, stringers, caps, ties, and guard-rails. Just prior to my inspection an inspector of the company had made an inspection of the trestle, sounding each piece of timber. He had marked those which he considered unsound, and showed thereby that the inspection had been very thorough. Those timbers so marked are to be renewed promptly, material for a part of it being now in transit. Oak guard-rails are maintained for the entire length, and inside iron guard-rails are provided on the curves, of which there are two short ones.

The rail is satisfactory for the traffic, and the frogs and switches are good and properly maintained. Rigid switch stands are provided.

The line crosses 2 lines of trolley track: 2 tracks in Genesee street and 1 in North street. Overhead troughs are maintained, of proper construction, but no derails are provided. In view of the infrequent and slow movements over the steam road it does not seem advisable or necessary to install derails. Each trolley car is required to come to a stop and be piloted over by its conductor. During the switching movements of the steam trains one of the crew is stationed in the street to protect all traffic.

No fences are maintained along the line, but gates which are locked at all times are provided on each side of each of the streets.

Recommendations: I recommend that the sills, posts, caps, stringers, ties, and guard-rails on the trestle and the bridge, which are now marked, be renewed during the present season; that the coal accumulated on the tops of the stringers at the Light, Heat and Power Company's plant and at their storage pile be removed, and kept from the stringers at all times.

The recommendations of the last inspection have been carried out. The maintenance of the trestle on this line naturally involves considerable annual expense, and the situation seems to warrant a permanent structure of some modern type. Several methods of elimination are possible and practicable. The best, and at the same time probably the most expensive, would be the construction of a retaining wall along the river side of the road, subsequently filling up to the present track level: this would afford a safe and permanent structure. Probably the most feasible plan at the present would be the substitution of a reinforced concrete trestle or a succession of deck plate girder spans. By either of these methods one-half of the present piers could be eliminated and the remaining half used to carry the necessary construction of the method selected. It is not practicable to fill in the trestle for the reason that the channel of the river would be narrowed considerably by the toe of the slope, and the embankments would be endangered by wash and heavy floods. It seems to me that the elimination of this trestle by one of the methods suggested is worthy of consideration by the company, particularly from the economic viewpoint. Present conditions are safe and sufficient, but the continued increase in the cost of lumber and the necessity for annual renewals in the structure seem to indicate that a permanent structure would be advisable and fully warranted.

C. R. VANNEMAN,
Steam Railroad Inspector.

PITTSBURG, SHAWMUT AND NORTHERN RAILROAD.

Inspected November 29, 1910. Last previous inspection August 3, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Pittsburg, Shawmut and Northern railroad November 29, 1910, and respectfully submit the following report:

In the State of New York the main line extends from Wayland, where it connects with the Delaware, Lackawanna and Western railroad, to State Line Junction, New York and Pennsylvania state line; the Olean branch extends from Olean Junction, where it connects with the main line, to Olean; and the Hornell branch extends from Moraine to Seneca street, Hornell. These lines are located in Steuben, Allegany, and Cattaraugus counties.

The alignment and grades were described in detail in the 1909 report.

The cuts and embankments are of well developed cross-section, and the surface ditches open and generally free of obstructions to the passage of water. There are a number of cuts through clay formation not stable at any angle, however flat, which from their nature slip at almost any important change of temperature or weather conditions.

The steel bridges and viaducts, wooden bridges, timber trestles, arches, culverts, and cattle-guards are in good condition and free of obstructions to the passage of water.

The standard cross-ties are 7 x 8 in. x 8.5 ft., laid about 2950 to the mile. They are oak, yellow pine, and chestnut, and about 6 per cent oak were renewed in the past year.

The rail is of Bessemer steel. The main track switches, stands and lamps, and frogs appear to be in good condition. Derails are being used considerably.

The ballast is of sand, gravel, and engine cinders, in fair quantity.

The alignment and surfacing are good.

The main line sections are 6.5 miles long, and manned by 5 men per section; Olean branch sections 6.5 miles long, and manned by 4 men per section; and Hornell branch sections 5.8 miles long, manned by 5 men per section. The trackwalking is done by a member of each gang. Flags and torpedoes are used to protect trains in maintenance of way operations.

The highway crossings are well planked and graded and are protected as follows: main line, 1 at Canaseraga protected by flagman, 72 unprotected; Olean branch, 14 unprotected; Hornell branch, 9 unprotected.

One interlocking plant located at White House, where Pennsylvania railroad crosses.

The stations are in good condition and well kept.

Repairs and improvements: 7075 cubic yards of gravel ballast put in tracks at various places; trestle 30.3, near Scholes, length over all 30.51 ft., replaced with 18-in. castiron pipe; trestle 1.3 rebuilt; 1.42 miles of passings sidings laid and extended.

The tonnage density of the line has nearly doubled in the past year, naturally increasing the wear of track and roadbed, but the standard of safety and efficiency has been fully maintained to meet the increased demand in a permanent way. There is one point that may be remarked upon: the ratio of cost of labor to total cost of materials is about 75.87 per cent; this is rather high for labor. Unless labor is reinforced by its full quota of materials its effects are not permanent.

Recommendations: That owing to the greatly increased traffic the amount of annual tie renewals be increased: that the 56-lb. rail be replaced with heavier rail as renewals become necessary.

W. L. DERR.
Inspector of Steam Railroads.

PORT CHESTER TERMINAL RAILROAD.

Inspected July 5, 1910.

To the Public Service Commission, Second District:

GENTLEMEN: The Port Chester Terminal railroad connects with the New York, New Haven and Hartford railroad at Port Chester, and has an entire mileage of 0.542 mile and 1 bridge of about 12-ft. span. It is located in the yards of the Russell, Burdsall & Ward Bolt and Nut Company, Port Chester, and used for switching purposes only.

It is not deemed necessary to report on it in detail, other than to say that it appears to be in condition for switching operations. Its track is laid with 50-lb. Bessemer steel rail.

Respectfully submitted,

W. L. DERR,
Inspector of Steam Railroads.

RUTLAND RAILROAD.

Inspected October 20, 21, 1910. Last previous inspection October 12, 13, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Rutland railroad October 20 and 21, 1910, and respectfully submit the following report:

The line in the State of New York is divided into two operating divisions: the Ogdensburg division (Ogdensburg and Lake Champlain railroad), extending from Ogdensburg to the New York-Vermont state line (in Lake Champlain); and the Chatham division, extending from the Vermont-New York state line to Chatham. The Addison branch is a part of the main line division. For the purposes of this report, generally, all the lines are treated as a continuous division.

All lines are single track. The Ogdensburg division crosses St. Lawrence, Franklin, and Clinton counties; the Addison division lies in Essex county; and the Chatham division in Columbia and Rensselaer counties.

Ogdensburg division: maximum curve 2 degrees 30 minutes, at Malone; maximum grade westbound is 44 ft. per mile, 2 miles long, between Brandy Brook and Clinton Mills; and the maximum grade eastbound is 30 ft. per mile, 2.5 miles long, at Moira. Addison branch: maximum curve 4 degrees, at approach to trestle south of Addison Junction; grade practically level. Chatham division: maximum curve 9 degrees, at Chatham, and the maximum curve at outlying points 5 degrees 40 minutes, maximum grade southbound is 65.67 ft. per mile, 3 miles long, at Berlin; and maximum grade northbound is 69 ft. per mile, 1.5 miles long, near Old Chatham.

The cuts and embankments are well sloped and apparently free of slides. The surface ditching is good, that of Ogdensburg division being much above the average. Underdrainage at a number of points, in cuts, would add to the stability of the track and no doubt reduce the maintenance cost.

The steel and iron bridges are in good condition. There are no wooden truss bridges in the main tracks. The timber trestle east of Rouses Point (2100 feet in State of New York), and the one on the Addison branch (300 feet in State of New York), both over Lake Champlain, are in good condition.

The open culverts and cattle-passes, including short wooden stringer bridge structures generally, require some renewals, considerable of which was in progress at the time of the inspection. The masonry of these structures was built without mortar, and the effect of vibration, due to passing trains as well as climatic effects, makes it necessary that a heavy masonry renewal be provided for during the next two or three years, commencing with the opening of next season. The arch, box, and pipe culverts appear to be in fair condition and free of obstructions to the passage of water.

The standard cross-tie is 7 x 9 in. x 8 ft. long, laid about 2992 per mile.

The rail on the Ogdensburg division is principally 80-lb. steel and on the Chatham division 75-lb. steel. The fastenings are 24-, 26-, 30-, and 36-in. angles, with from 4 to 6 bolts each. All joints appear to be fully bolted. The rail is in fair condition, but the 56-lb. rail on the Chatham division is somewhat light for the traffic over it and should be replaced by heavier rail.

Split switches, operated by automatic and stiff switch stands, the stands having signal targets and lights, are used. Spring rail frogs are generally used in main track switches, and derails are used apparently where needed.

The ballast is generally gravel, of fair quality and quantity. If underdrainage were applied in a number of cuts the ballast would be materially strengthened.

The alignment is generally fair, and the surface fair on the Ogdensburg division. The surfacing of the Chatham division is not so good, though it has been considerably improved in the past year.

The sections average about 5 miles, and the force consists of a foreman and 4 men. The gangs are provided with flags, lanterns, etc., for protection in their work. Members of the various gangs patrol the track.

Grade crossings of railroads: Rouses Point: The Delaware and Hudson Company's railroad, 1 track crossed, protected by ball mast signal; Mooers Junction: The Delaware and Hudson Company's railroad, 1 track crossed, protected by ball mast signal; Malone Junction: the Mohawk and Malone division of the New York Central and Hudson River railroad, 1 track crossed, protected by ball mast signal; Moira: New York and Ottawa railway, runs over part of Rutland tracks in crossing 1 track, protected by ball mast signal; Norwood: St. Lawrence division of the New York Central and Hudson River railroad, 1 track crossed, protected by tilting semaphore signal; Petersburgh Junction: Interlocking devices and semaphores, crossing 2 tracks of the Boston and Maine railroad.

There are interlocking plants at Rouses Point drawbridge (partly in the State of Vermont), 8 levers; and at Petersburgh Junction, 10 levers. The railroad grade crossing and the interlocking signals are located so as to give a good view of them from approaching trains, and the special time-table rules governing the movements of trains past them are carefully drawn up.

There is no block system used, trains being operated under the time limit and train order system.

The right of way is in fair condition. The highway crossings generally are well planked and graded. There are 4 protected by flagmen without gates, 1 by electric bell, and 171 by crossing-signs only.

The stations are in fair condition; the appearance of some would be improved by paint.

Bridges replaced and renewed since last inspection: No. 324, west of Woods Falls, deck plate girder, 43 ft. over all, filled in and bridge removed; No. 332, west of Ellenburgh, renewed, wood stringers and new masonry; No. 333, east of Clinton Mills, replaced I-beams by a rail floor and renewed masonry; No. 334, Clinton Mills, replaced I-beams by a rail floor and renewed masonry; No. 302, Rouses Point trestle, repaired; No. 313, cattle-pass west of Champlain, rebuilt; arch culvert east of Bangor faced; arch culvert east of Brushton rebuilt; 1 culvert replaced with 18-in. castiron pipe; 3 culverts replaced with 20-in. castiron pipe; 3 culverts replaced with 24-in. castiron pipe.

Bridge masonry rebuilt: No. 328, east of Altona, new abutments; No. 349, Moira, new abutments; No. 364, Knapps, new abutments; No. 380, east of Ogdensburg, one new abutment and masonry of one abutment pointed.

Stations built, repaired, and painted: Ogdensburg, No. 8 warehouse rebuilt and painted; Norwood, freight house repaired and painted; Winthrop, passenger station painted; Forest, new station in course of erection.

Eight miles of fence have been built and 8 miles repaired.

Important changes, extensions, etc.: Ogdensburg: revision of east end of yard, advance track extended ½ mile, and a 100-ton track scale installed; Bangor, passing siding extended 930 ft.; Moira, yard tracks placed at 12-ft. centers so as to give greater clearance between tracks: Champlain, milk station siding (new) 400 ft. long installed; Addison branch, trestle across Lake Champlain (300 ft. in State of New York) repaired; Chatham division: 12 miles of 56-lb. rail replaced by same length of 75-lb. rail; 10.96 miles of track re-ballasted with gravel.

Bridge No. 43-A, north of Petersburgh, filled; bridge No. 9, over Kinderhook creek north of Brainard, painted.

Stations built, repaired, and painted: new freight house at Chatham; Chatham station and Rayville painted; new shelter stations at Adams Crossing and Center Lebanon installed; Berlin station renewed, enlarged, and painted; Petersburgh station enlarged and painted.

Important extensions of track: siding extended at Old Chatham 323 ft., formerly stub track and now passing track; Adams Crossing, formerly a stub track, extended 1423 ft., now passing siding; Taconic siding extended 455 ft., formerly a stub track and now a passing track. New water tanks installed at Lebanon Springs and Petersburgh Junction.

The ratio of the cost of labor to total cost of labor and materials, and maintenance of roadway and track, for the year ended June 30, 1910, is 56.90 per cent, which is a fair distribution as between labor and materials.

A feature of the time-table instructions of this road is worth noting: it is a list of all overhead structures which will not clear a man standing on top of a box car. Such instruction enables trainmen to easily familiarize themselves with the location of these obstructions, and govern themselves accordingly.

Recommendations: That underdrainage be more generally applied; that the tie renewals be materially increased; that in the renewal of wooden bridge structures I-beam or plate girder construction be used; that the dry masonry be replaced by cemented masonry.

W. L. DERR,
Inspector of Steam Railroads.

SCHOHARIE VALLEY RAILWAY.

Inspected June 22, 1910. Last previous inspection July 1, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Schoharie Valley railway June 22, 1910, and respectfully submit the following report:

This line, single track, extends from Schoharie Junction, where it connects with The Delaware and Hudson Company's railroad, to Schoharie, where it connects with the Middleburgh and Schoharie railroad: length of line 4.38 miles, and sidings and yard tracks about 1 mile. It is wholly in Schoharie county.

The grades and curvature are light. The maximum curve is about 3 degrees.

The cuts and embankments are of fair cross-section, but considerable ditching is needed.

The steel and iron bridges are in good condition. A new steel bridge is in course of erection, replacing a Howe truss bridge, about a mile north of Schoharie.

There are no wooden bridges or timber trestles.

The open culverts and cattle-passes, where their span exceeds 6 feet, should be reinforced with an additional stringer under each rail; otherwise they are in fair condition.

Arch, box, and pipe culverts are in fair condition and free of obstructions to the passage of water.

Cross-ties are of mixed sizes, generally oak, with some yellow pine.

There is considerable side and surface bent rail in the main track, and this is due, probably, to poor line and surface of track. The rail is 56 and 60 lbs. Bessemer steel.

Split switches and switch stands provided with targets and lamps, and stiff rail frogs, are used. There are no derailing switches, and none appear to be needed.

The ballast is stone, gravel, engine cinders, and earth. A considerable renewal of ballast is needed.

There is 1 section manned by a foreman and 3 men. Flags are used to protect trains in maintenance of way operations.

Alignment and surface of track are poor.

There are no grade crossings of railroads.

There is no interlocking, and none is needed.

Weeds and undergrowth on right of way need cutting.

Highway crossings are in fair condition as to grading of approaches and planking. None of them are provided with whistling-posts.

There is no block system. Generally but one train at a time is on the road.

Stations are in fair condition.

New steel bridges are in course of erection.

The condition of the track is poor, due to there not being sufficient amount expended on it to keep it in fair condition and repair; and again, the amount expended was not so as to give the best results. In 1909 the ratio of labor to total track expenses was 75.33 per cent, showing that the labor was not reinforced by the necessary material to give its efforts permanence.

Recommendations: That the line, surface, gauge, and ties be put in better condition; that the weeds and undergrowth on the right of way be cut; that openings in the main track of over 6-ft. span be reinforced by an additional stringer under each rail; that some renewals of ballast be made.

Of the recommendations made last year, the renewal of the Howe truss bridge, the most important, is under way. The removal of weeds and grass from the track, between rails, would add much to the efficiency of the track labor as well as to the life of the track.

Respectfully submitted,

W. L. DEBB,

Inspector Steam Railroads.

SILVER LAKE RAILWAY.

Inspected July 10, 1910. Last previous inspection June 22, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Silver Lake railway and report as follows:

The Silver Lake railway is a single track line extending from a connection with the Buffalo, Rochester and Pittsburgh railway at Silver Springs to Perry. It is 6.86 miles long, and there are approximately 1.5 miles of sidings.

For practically its entire length the railroad is constructed along the shores of Silver lake and the bank of the Silver Lake outlet. The alignment is good throughout, and the grades light. The cuts are small and well formed; the embankments appear to be of sufficient width. The ditches are open and sufficiently deep to afford proper drainage. The track alignment and surface are from fair to good.

There are only 2 track structures in the line, one being a 4-ft. span culvert consisting of a single oak stringer under each rail resting on stone masonry; the other is a deck plate girder bridge resting on pile abutments which were renewed since the last inspection. Both structures are in good condition.

There is only one station building on the line, which is located at the terminus, Perry; it is in good condition externally and internally; a new concrete platform has been recently completed.

There are 2.5 miles of 80-lb. rail, 0.5 mile of 71-lb. rail, and 3.86 miles of 60-lb. rail, all connected by angle-bars of the 26-in., 4-hole type. The heavy rail is in good condition, but the light rail is somewhat worn; it is, however, satisfactory for the light traffic which is handled over the line.

The standard tie dimensions are 7 x 9 in. x 8 ft. 6 in. The ties appeared to be in fairly good condition except near Perry. Renewals were in progress and were apparently being made in a judicious manner, endeavor being made to secure the utmost life from each tie.

The ballast consisted chiefly of gravel and cinders. In a few places additional ballast should be installed.

Rigid frogs are used throughout. Split point switches with rigid stands fitted with targets are used. No lamps are provided, since there are no night trains run over the road.

The right of way was in good condition. The fences had apparently been somewhat repaired, although there were several places noted where further repairs should be made. The road crossings were apparently properly maintained, and proper signs were installed.

The section gang consists of a foreman and 7 men. The road is patrolled daily by some member of the gang.

There is rarely more than one train on the road at a time. Trains are run by the telegraphic train order system, which method seems entirely adequate. The facilities for handling the freight and passenger business of this line are apparently adequate.

With reference to the recommendations contained in the last report: renewals are apparently being made in the 60-lb. rail as necessary; some repairs have been made to the fences, but there is still room for more.

The management is apparently endeavoring to keep the property in proper condition to handle the traffic, and no recommendations are considered necessary.

Respectfully,

C. R. VANNEMAN,

Steam Railroad Inspector.

SKANEATELES RAILROAD.

Inspected May 17, 1910. Last previous inspection November 3, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Skaneateles railroad and respectfully submit the following report:

The Skaneateles railroad, a single track line, extends from its southern terminus at the foot of Skaneateles lake to a connection with the Auburn branch of the New York Central and Hudson River railroad at Skaneateles Junction: a distance of 5 miles. There is approximately 1 mile of sidings.

The road follows the valley of the outlet of Skaneateles lake and crosses it at several points. Owing to the meanderings of the stream the road is of necessity crooked, especially for about a mile near the southern terminus where the valley is quite narrow. The curvature is not excessive for the equipment, the maximum being 27 degrees. The maximum grade is 158 ft. to the mile. The locomotive used is of short wheel base.

The cuts and embankments are not extensive. Moderate ditches have been provided, and these take care of the water properly.

There are no steel bridges. The stream crossings are made on timber trestles of from 1 to 9 spans in length. There is no standard of construction, timber of sufficient size and length being used to meet the local condition. The majority of the trestles are in good condition. Bridge No. 4, a 2-span framed bent trestle, should be rebuilt. One of the spans is 20.5 ft. in length and is now spanned by about 20 in. of timber trussed with a steel rod; this span is to be decreased this year, and new timbers are to be installed where necessary. Bridge No. 8, a 3-span framed bent trestle, with two 8 x 16 in. stringers under each rail, is getting in bad condition: a good many of the timbers are soft and badly rotted in places. This bridge should be renewed during the present season. Bridge No. 9, locally known as Long Bridge, is to be renewed this season: This bridge consists of 9 spans, divided by a stone pier so that there are 5 spans to the south and 4 to the north. The pier carries a highway and serves as a pier for 2 short span highway bridges. That portion of the trestle to the south was apparently left open to take care of water from the tail race of a mill which was opposite. This mill was burned and has been idle for a number of years. The main body of water passes under the northern portion. It is my opinion that it would be advisable to fill the 5 spans at once, since the northern portion will afford ample waterway for all time. The company contemplates re-

newing the structure and had the timber framed for the stringers at the time of the inspection. By the use of these timbers the trestle will be materially strengthened, since a depth of 20 in. is to be obtained where 16 in. formerly existed. Bridge No. 10 is also in bad condition and is to be renewed during the present season; this work should be prosecuted assiduously, since a number of the timbers are exceedingly rotten. Bridge No. 11, a 2-span trestle, is in bad condition. The company has on the ground a 40-ft. deck plate girder bridge which it contemplates putting in place this season. Concrete masonry is being used in all new work. The remaining bridges are in good condition, several having been completely renewed within the past two years. The small culverts and drains are satisfactory.

The company maintains 1 regular station building at Skaneateles: This is a frame structure with a wooden platform. It affords ample facilities. A separate freight station is maintained at Skaneateles, and 2 frame buildings at two points along the line are used as freight buildings. At Skaneateles Junction the station of the New York Central and Hudson River railroad is used.

The rail now in use is of 50, 56, and 60 lbs. per yard weights. It is not in very good condition, being considerably bent; it is satisfactory however for the equipment used and the speed maintained. The splices are of various types, ranging from 4-hole angle-bars to 2-hole fish plates. The latter should be renewed at once. Several of the splices were broken in two at the joint, and a number of bolts were missing.

The ties are yellow pine, oak, and chestnut, laid at the rate of 2816 to the mile. The ties as a rule are good. A 13 per cent renewal will be made during the present season; this will improve the tie situation very much.

The switches are of the stub and split point type. Apparently none of the stubs has been removed since the last inspection; they should be replaced promptly with modern split point switches. The frogs are of the rigid type; the wing rails of several are badly worn: these are located on outlying switches where they receive the heaviest wear; they should be renewed, since they have reached that stage where they will rapidly disintegrate under the pounding of the traffic. The switches are provided with switch stands which indicate the condition of the switch by the angle of inclination of an arm, at the upper end of which is a red disc; if the rod is vertical, the switch is set for the siding; if inclined away from the track at an angle of about 60 degrees with the horizontal, the switch is set for the main track. A few standard ground levers are used.

The track is lightly ballasted throughout. Gravel and a little cinder are used. That portion within the village of Skaneateles and about a mile and a half of the northern end would be considerably improved by a thorough ballasting.

The road parallels a highway for nearly the entire length. Where crossings occur standard signs are maintained. The fencing, where necessary, is in good condition.

Trains are operated by means of the telegraphic train order system. Telegraph stations are maintained at the termini, and conductors are furnished with orders at these points. As a rule, there is rarely more than one train on the road at a time.

The terminal facilities seem to be adequate, and the industries along the line are furnished with convenient sidings. Passenger traffic is well handled at the termini, but that of the intermediate points is chiefly at crossings, where no platforms or shelters are provided. The necessity for these is not apparent from my observation and could only be determined by a general study of the situation. This business is chiefly commutation of school children who attend the Skaneateles schools.

This property, though small, seems to have a considerable business, which I am informed has been improving during the past year. The physical improvement of the property however does not seem to have increased in proportion. While it is generally good, there are several features which could be improved and which would greatly enhance the value of the property. The bridge renewals are apparently looked after properly. A mistake seems to have been made in this work however, since they have renewed or contemplate renewing nearly all their structures with timber, where permanent structures were entirely feasible. The rail is getting in very bad condition on account of lack of proper care; this is most noticeable at the joints, nearly all of which have become premanently low because of lack of proper splices. Some of the rail is quite badly bent, making it very difficult to maintain good line. It is unfortunate that more attention has not been paid to keeping the line and surface in good condition.

Apparently nothing has been done in regard to the recommendations contained in the last inspection report. The renewal of the guard timbers and the replacement of the defective splice bars could have been accomplished during the winter season. The replacement of the stub switches with point switches should be done during the regular working season. These matters should be attended to before the end of the present season.

Recommendations: That bridges Nos. 4, 8, 9, 10, and 11 be renewed during the present season; that the whole road be thoroughly re-aligned; that all short and defective splice bars be replaced by angle-bars, with not less than 4 bolts in each; that not less than 2000 ties be placed in the track this season; that the badly battered stiff frogs be replaced promptly; that all stub switches be replaced with point switches, furnished with suitable stands, which shall be locked.

C. R. VANNEMAN,
Steam Railroad Inspector.

SOUTH BUFFALO RAILWAY.

Inspected May 20, 1910. Last previous inspection June 2, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the South Buffalo railway and respectfully report as follows:

The South Buffalo railway is a terminal road, connecting with the Buffalo Creek railroad near the latter's crossing of Buffalo creek and extending 5.91 miles by a circuitous route to West Seneca, where a connection is made with the Lehigh and Lake Erie railroad; connections are also made with several other railroads whose lines are located in its vicinity. The chief function of the road is to serve the furnaces and mills of the Lackawanna Iron and Steel Co. at its plant in South Buffalo; siding connections are maintained however with various other industries which have been developed along its line.

Topographically it is situated on rather low land, the entire line being on a fill.

The curves and grades are not excessive. The grades are made necessary by the overhead crossing of various railroads and streets. The curves are few.

The alignment and surfacing of the track are excellent, equally as good in general as many roads on which a higher speed is the rule.

All of the bridges on this line are modern and in excellent condition, with the exception of two: One of these is a double track pile bent trestle over Smokes creek. The timber in this one is apparently sound and is entirely safe for the purpose for which it is used. It is contemplated to change this structure to a modern steel girder bridge in the very near future. In making this change it is proposed to change the alignment of Smokes creek, whereby a shorter span will be obtained, and in addition the flow of the water will be so directed as to practically eliminate all danger from future erosion. The present alignment of the creek is quite crooked, and the banks adjacent to the railroad are considerably washed. The other bridge is located near the Lehigh connection and is a short span deck plate girder bridge, over a creek. It does not afford a sufficient waterway for the creek at present, and work was under way to widen the span to 40 ft., installing a new superstructure with 1 new concrete abutment; the other abutment is to be reinforced to carry the additional load.

All of the minor drains and culverts are in good condition.

Employees of the steel mill are transported to and from the works over this line and the D., L. & W. A platform is provided near the main office of the steel company for the use of these passengers. Four trains are run each way per day.

The rail and ties on this line are in excellent condition; 80-lb. steel is used throughout, connected by standard 24-in. angle-bars. A considerable portion of the joints is supported by the Abbott rail joint plate, which is manufactured by the L. I. & S. Co. Tie-plates of a very substantial type are used extensively.

The frogs are generally of the spring type. The switches are all of the split point type, and are equipped with automatic stands with targets. Modern signal lamps are used at night, with red for stop and green for clear.

The ballast consists of furnace slag and cinders, well placed and in good quantity.

The company contemplates the reconstruction of about 1 mile of its track which is on a 1 per cent ascending and descending grade with a 12 degree 26 minute curve, about 2000 feet long, at the intersection of the two grades. In the reconstruction the most modern track materials are to be used; this includes 80-lb. ferro-titanium rails, 24-in. 4-bolt angle-bars with Abbott rail joint plates, Lackawanna Steel Company's tie-plates, No. 1 white oak ties, and rock ballast. Extra care is to be taken to secure the best possible construction. This portion of the line receives the heaviest traffic and owing to its grade and alignment is subjected to very heavy wear. A record of the number of cars, both loads and empties, passing over this section is to be kept for each day, and the wear on the track and fixtures is to be constantly noted. In addition, certain new developments in track appliances are to be tested on portions of this section. This experiment will be worthy of considerable attention and should furnish some valuable and interesting information.

During the past year the company installed 3 30-ft. ferro-titanium rails on the high side of a sharp curve in one of their side tracks, with the idea of observing the wear and comparing it with the results obtained from the use of ordinary steel rails. The ordinary rail, in the same position, within from 3 to 4

months became so curve worn that renewal was required. The ferro-titanium rails were placed in the track in September, 1909, and when I examined them while on the inspection I could find only a very little wear on the head, with absolutely no evidence of flow of any kind. The traffic over these rails is constant and heavy, offering the most advantageous conditions for the test.

The experiment has not been tried in the low rail, and I would suggest that, in view of the ever present flow in the head of ordinary rails on the low side of a sharp curve, a test of this kind would furnish some valuable information. If this ratio of saving, or a greater one, can be shown for the titanium rail, it is surely worthy of close study by railroad managers who find the rail problem a vital and perplexing one.

Track maintenance is taken care of by section gangs under the direction of a supervisor.

Only 1 highway grade crossing exists: this is well planked and properly protected. A few fences exist, although they are not necessary. The right of way is clean.

The tracks of the B., R. & P. Ry. and a Y interchange between the B., R. & P. Ry. and the D., L. & W. R. R. cross the South Buffalo railway near its connection with the Buffalo Creek railroad. These crossings are hand operated and governed by tilting boards operated from a cabin near the crossings.

No signal system is maintained. Trains are operated by the telephonic train order system. Yard rules govern over a large portion of the line. Siding facilities are of necessity first class, and the traffic is apparently handled in the most modern manner.

I find everything first class and have no recommendations to make. The management is apparently always on the alert and is endeavoring to maintain the property in the best possible condition.

C. R. VANNEMAN,
Steam Railroad Inspector.

STERLING MOUNTAIN RAILWAY.

Inspected May 31, 1910. Last previous inspection June 22, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I inspected the Sterling Mountain railway May 31, 1910, and respectfully report as follows:

The line is single track and extends from Sterlington, where it connects with the Erie railroad, to Lakeville, a distance of 7.6 miles, and has about one mile of siding and yard tracks. It is wholly located within Rockland county. It is a freight line almost wholly, and the greater part of its business is the transportation of iron ore from the mines at Lakeville, its western terminal.

The grades are heavy, and curves numerous; the maximum curve is 9 degrees, and the maximum grade, extending over the greater portion of the line, is about 176 ft. per mile. The grades however are generally descending from Lakeville, and to an extent favorable to the loaded trains; but on the other hand, it is necessary to use brakes about the entire length of the loaded movement, which of course adds greatly to the wear of track, and car and engine equipment.

The cuts and embankments are of fair cross-section except that the drainage ditches of cuts are seldom of sufficient depth to get the best drainage results. Underdrainage would assist materially in keeping the track in better line and surface in a number of wet cuts, and thereby reduce the cost of this item.

There are no steel or iron bridges. The wooden bridges are of the stringer type, and where more than one span is needed, the intermediate spans are supported by wooden bents. They appear to be strong enough to carry the present traffic at the low speed it is moved, but should be strengthened if heavier engines are used or if the speed of trains is increased.

The open culverts and cattle-passes are in fair condition and free of obstructions to the passage of water.

All the line is included in 1 track section, and the track force consists of a foreman and 11 men.

The cross-ties are 6 x 8 in. and 7 x 9 in. x 8 ft. long, oak and pine; about 8000 ties, mostly yellow pine, on hand at time of this inspection, and will be put in the track this season.

The ballast is stone and gravel.

The rail is steel, generally 60 lbs. per yard, with a small amount of 56-lb. rail in Lakeville yard. Four-bolt angle splices are used for fastening the rail.

Split switches and automatic switch stands are used in the main tracks, the stands being provided with target signals and lamps. There is a derail switch in the main track at east end of Lakeville yard, for the purpose of preventing cars from running away down the main track.

There are no grade crossings of railroads.

There is no block signaling and none seems to be needed, as but one train at a time is run. Train movements, when irregular ones are made, are directed by telephone.

There are no interlocking plants; none appears to be needed, as there are no railroad grade crossings nor main track junction points and the number of yard movements is so small that the work can apparently be done in safety by hand switching.

The right of way is in fair condition and fenced through private lands. The larger part of the line passes through forest lands belonging to the railroad company and this land is not fenced, nor is it believed that it is necessary to fence it. The clearing of the right of way through the forest lands was in progress at time of this inspection.

The highway crossings are in fair condition.

The station at Sterlington is occupied jointly with the Erie railroad. There are no other station buildings; and as practically no passenger business is done, none seems necessary.

Since the last previous report: no rail has been renewed, but 4000 feet of 80-lb. rail have been bought and will be laid this season; about 2000 feet of track have been stone ballasted; all wooden bridges and other openings are being strengthened by additional stringers; about 1 mile of new fence has been built.

In 1909 about the whole expenditure on maintenance of way and structures was in labor, and apparently the same was the case in 1908; and in so doing the best results, of course, were not obtained. Unless a good fair proportion of this expenditure is spent on material, no matter how much the total amount of the expenditure may be, a great deal of the labor is lost, because the effects of labor are lost if not supplemented by the necessary material to give it permanence. For example, the effect of labor on the surfacing and lining of track in wet cuts is not at all lasting unless the cut has been underdrained, and the same is equally true of the lining and surfacing track supported by decayed and worn ties, etc. It may be laid down as a rule to be strictly complied with, that whatever the total amount spent in maintenance may be, a fair percentage of it must be spent for material; otherwise the results of labor will fall far short of what they should be.

Recommendations: That the drainage be improved, and the renewal of rail and ties be continued.

W. L. DERR,
Inspector Steam Railroads.

TUNESASSA AND BRADFORD RAILROAD.

Inspected July 28, 1910. Last previous inspection November 5, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have inspected the Tunesassa and Bradford railroad and respectfully submit the following report:

This line is a lumber road not doing passenger business, having about 5 miles of main track and 2 miles of sidings and yard tracks. It extends from a connection with the Chautauqua division of the Pennsylvania railroad, a mile south of Quaker Bridge station, to certain lumber mills, and is located in Cattaraugus county.

Both the grades and curves are heavy.

The bridges are all wooden, usually timber trestles. There are 6 structures of the latter type, in fair condition.

The cross-ties and rails and fastenings are in fair condition.

The ballast is of earth and gravel, in some places of less than full cross-section.

The alignment and surface, while not first class, appear to be in a condition sufficiently good for the slow moving traffic of the line.

There are no grade crossings of railroads and no stations. The highway crossings on the line, 3 in number, are all unprotected.

There is no block system and none appears to be needed, as there is but 1 train at a time on the line.

There is nothing to recommend, as the line seems to be kept in fair condition for the slow movement over it.

W. L. DERR,
Inspector Steam Railroads.

ULSTER AND DELAWARE RAILROAD.

Inspected June 21, 22, 1910. Last previous inspection August 10, 11, and 12, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Ulster and Delaware railroad and respectfully report as follows:

The main line of this railroad is a single track line extending from Kingston Point to Oneonta, 107.26 miles. The Stony Clove and Kaaterskill branch extends from its connection with the main line at Phoenicia to Kaaterskill, 19.04 miles. The Hunter branch extends from its connection with the Stony Clove and Kaaterskill branch at Kaaterskill Junction to Hunter, 2.6 miles.

This railroad is constructed through the Catskill mountains and naturally has a great deal of curvature and grades. At some points both could have been materially improved by better judgment in location: this is particularly true of the line west of Arkville, where several curves, and at least one grade, could have been eliminated at possibly the same or slightly additional

cost. The general topography of the country traversed is quite rugged. The grades are long, heavy, and quite numerous. Curves are numerous and in some places fairly sharp; they are however generally short.

The alignment and surface east of Arkville on the main line are very good; west of Arkville however the rail is light and the ballasting material is poor, and hence the alignment and surface are not very good. The surface could be very materially improved by cleaning away from the ends of the ties so that water which collects there may run away. A thorough tamping of the joints would be very beneficial. The line and surface of the branches are good. Slow speed is maintained over these and hence the track suffers very little from the traffic.

The cuts and embankments east of Bloomville are in very good condition. The western end of the main line has a few cuts which could be improved by additional sloping. A great deal of work has been done on these already but more should follow. The cuts and embankments on the branches are first class. The ditches on the main line and the branches are generally first class; there are a few on the western end in the cuts above referred to which should be opened after the cuts have been well sloped. It is a waste of money to be continually opening these ditches when the source of the material filling them is not removed.

There are 7 steel truss bridges and 58 steel plate girder bridges on the main line. These bridges are in good condition with the exception of bridge 60, a half through plate girder bridge: the masonry is in very poor condition; it is constructed of thin stone with very little mortar and has bridge seats about 6 inches thick; both abutments have settled under each bearing to the extent of 2 or 3 inches. It appears that the light masonry was used in the original construction of many of the bridges, and when the original superstructures were replaced very little if anything was done to the masonry. As a result there are numerous thin bridge seats, some cracked considerably, and quite a few with eccentric bearings. This sort of work was poor economy as they will all have to be rebuilt after a time, and surely before any heavier power is used. Bridge 53 is an example of the eccentric disposition of the bearings: here a portion of the bearing plates on both abutments do not rest on the bridge seats, thereby defeating the purpose of the design and probably causing an excessive unit bearing on the stone. I noted several structures in which the skew angles of many of the abutments and superstructures differ, and in which one bearing has full bearing, and its neighbor only partial.

In the Stony Clove and Kaaterskill branch there are 14 plate girder and 1 deck truss and viaduct bridges. These bridges are in first-class condition both as to superstructure and masonry, with the exception of bridges 104 and 107. The east end of the deck truss span of bridge 104 is carried on about 5 layers of 12 x 12-in. timber blocking, which in turn is carried on old stone masonry; the masonry is on a skew, while the cribbing is square with the track, thereby giving an overhang to the geographical north end of the blocking of about two feet; the center of pressure of the bearing is apparently barely within the front face of the abutment, a condition which, while probably safe for a time, is certainly not good practice; the timber in the blocking is sound; a new pier should be promptly built. The west abutment of bridge 107 was washed out last spring, and the girders are now supported by a bent on a rock fill; this should be replaced promptly; this structure is double tracked, one track being the main and the other the passing siding; the main track is carried by a deck plate girder, and the siding by three wooden stringers under each rail. When reconstructed I would advise the installation of a permanent reinforced concrete structure under both tracks.

There are two bridges on the Hunter branch which consist of a solid wooden floor of 12 x 12-in. timber on stone masonry; the masonry appears good, and I would advise that a solid reinforced concrete floor be built on it, replacing the timber; the timber is sound, but danger from fire to structures of this kind always exists.

There are 4 pile and 2 framed bent trestles in the main line: these are located between Bloomville and Oneonta; 2 of the pile trestles are in poor condition, and it is the plan of the company to replace these by permanent structures during the present season; the others are in from fair to good condition and will be replaced when their condition renders it necessary.

There are comparatively few culverts and cattle-passes of the open type in the roadway. West of Arkville there are 6 in which the masonry is in bad condition: these are Nos. 52 A, 53 A, 53 B, 55 A, 59 A, and 60 A; 4 of these have reached the stage where it has become advisable to reinforce them with timber bents. I strongly recommend that these cattle-passes be replaced by modern permanent reinforced concrete structures at the earliest possible moment. There are a number of structures of the arch, box, and flat top type which are in good condition. All pipes and drains were clean and in good condition.

The station situation on this road is a rather peculiar one. A large majority of them serve summer resorts and hence are used to their maximum for three months during the summer season; for the remainder of the year they have a practically normal business. On the branch lines the business is almost entirely summer traffic. Hence in studying this feature I have deemed it essential to bear these facts in mind, and with a view of classifying the stations I have graded them with the following result: main line: excellent, 7; very good, 5; good, 10; very fair, 4; fair, 1; poor, 1; very poor, 1. On the branches: excellent, 2; good, 3; fair, 1; poor, 1. I have classed an "excellent" station building as one of modern construction, with modern facilities, and ample for demands made upon it; "good," one in which the architectural features are old, but whose condition and size are such as to be sufficient to meet the needs of the community it serves; "poor," as one of poor appearance, bad physical condition, and entirely too small for the community it serves. From this classification therefore it will appear that the station situation is far above the average condition; or that there are 75.6 per cent of the stations which are in from good to excellent condition. It is well to mention in this connection that there are 5 stations to be eliminated by the Ashokan reservoir, 3 of which I have classed as good or better. The station at Davenport Center is an old frame dwelling and is in very poor condition. I was informed that a modern building is to be erected at once. The station at Pine Hill is not in keeping with the surroundings: I would suggest a thorough painting, both inside and out. The station at Fleischmann's is small and not of modern architecture; an extension however was being built at the time of the inspection which will greatly improve the condition at this point. On the branch lines there are two stations needing attention, Haines Falls and Hunter: the former is distinctly antiquated and entirely insufficient to meet the requirements of the public; the latter is small, and while it may be sufficiently large for the normal business it is not large enough to take care of the summer business and express matter for which it is now used. Owing to the fact that the company's track layout and freight facilities at this point are poor, it is desirable to rearrange these, at which time a new station will have to be built. However, I feel that there are more urgent demands upon the company in the way of bringing its bridges and running track up to first-class condition, and hence I would recommend that an addition be constructed to the present Hunter station to take care of the express matter and agent's office, this to be replaced later by a modern structure when the company's financial condition will warrant it.

There are 8 overhead bridges, all of which have a clearance of less than 21 ft.; 2 have a clearance of 20 ft. 4 in. and 20 ft. 6 in. respectively, which is sufficiently high to clear a man on the highest cars now in use; 5 are so situated physically as to make alteration practically prohibitive from a financial standpoint. The other one could be raised to full clearance at small cost; it is located at Boiceville, and now has a clearance of 19 ft. 8 in. All of these bridges, as well as the portals of through bridge No. 9, which give a clearance of 17 ft. 1 in., are fully protected by proper telltales.

The 90-lb. rail, which extends from Kingston to Arkville on the main line, and from Phoenicia to Kaaterskill on the branch, is in first-class condition throughout; the joints are connected by 6-hole angle-bars, and appeared fully bolted with all bolts tight. The 70-lb. and 62-lb. rail was not in very good condition; there were many low joints and quite a few loose bolts; the splices were 4-bolt angle-bars and were full bolted. The condition of this rail is probably due to a lack of proper attention combined with heavy traffic. Many pumping joints were noted which should not have existed. Some of this rail should be renewed promptly.

The ties vary in size as follows: 6 x 8 in. x 8 ft., 6 x 9 in. x 8 ft., and 7 x 9 in. x 8 ft.; they are laid 2816 to the mile in the following proportions: yellow pine 93 per cent, cypress 2 per cent, chestnut 3 per cent, and oak 2 per cent; 5.34 per cent on the main line, 7.23 per cent on the Stony Clove and Kaaterskill branch, and 8.19 per cent on the Hunter branch have been renewed since last inspection, and there were a great many yet to be put in the track. The tie situation is first class.

The switches are of the split point type, with rigid stands equipped with proper targets and lamps. Derails with targets are provided in all sidings where necessary. Stiff frogs are used exclusively. Tie-plates are used extensively. All of the track appliances are well maintained.

Ballast is principally cinder and gravel. The eastern end of the main line is in need of quite a little to fill between the ties; the western end is fairly well ballasted but the quality is poor; the branches are well ballasted; 4.64 miles on the main line. 1.08 miles on the Stony Clove and Kaaterskill branch, and 0.36 mile on the Hunter branch have been re-ballasted with cinder since last inspection.

The sections average less than 5 miles in length, with 4 men in winter and 7 men in summer. The track is patrolled daily by some member of the section gang. In addition, regular patrolmen are maintained on the Pine Hill grade and at Stony Clove Notch. All gangs are properly equipped with necessary signal

appliances and tools. I noted especially a device for holding flags and lanterns which made it impossible to have them tampered with when in position, and in addition made them more conspicuous: this consisted of a long, unwieldly iron rod, with about one foot bent at right angles; the rod was driven into the ground and the flags or lanterns were locked to the one foot end, thus causing the flag to be displayed in the best position.

The right of way is in excellent condition. At the time of the inspection the annual grass cutting was in progress, showing it to be particularly free from brush and rubbish.

The fences are in good condition and are chiefly woven wire and stone wall; a few require renewal; about 20 miles of woven wire fence were on hand to be erected this season; 3.004 miles on the main line and 0.63 mile on the Hunter branch have been built since last inspection. The road crossings are well maintained as a rule; all are protected by signs of the standard form, well painted. Standard whistle-posts and warning signs are maintained where required.

There is 1 grade crossing at Kingston with the West Shore railroad, 3 tracks crossed; movements governed by interlocked signals; West Shore home signals have distant signals in addition.

Grade crossings of electric railroads: Kingston, Kingston Consolidated railroad: Strand street, 1 track crossed: no derails or wire protection; movements are protected only by Ulster and Delaware flagmen when their trains are operating over crossing; electric cars do not stop before crossing. Lower Hasbrouck avenue, 1 track crossed: wire netting over wire and derail in track on east side to protect cars descending grade to railroad; Ulster and Delaware maintains a flagman from 7 a. m. to 6 p. m. Upper Hasbrouck avenue, same conditions exist as at Lower Hasbrouck avenue. Prince street, same conditions as at Lower Hasbrouck avenue, except that the derail affects eastbound cars.

An automatic block signal system is installed between Phoenicia and Kingston, a distance of 25 miles: the system is positive in both directions; distant signals with extended control are installed at frequent intervals. The remainder of the road is governed by the telegraphic train order system, with a positive space interval of five minutes; this latter is not very effective where slow schedules are maintained or where a heavy train is followed by a light one, and therefore requires that a rigid observance of the flagging rules be maintained. The rules require that flagmen shall go back at least 18 telegraph poles, and from my observation the discipline is very good. An extension of the automatic system over the remainder of the line seems desirable.

No interlocking plants are maintained by this company, the one at Kingston being maintained by the West Shore railroad.

The terminal facilities seem to be in first-class condition and to be sufficient to meet the demands. At Rondout there appears to be considerable congestion at times, but it is evidently only temporary, and probably due to the fact that the company operates most of its freight trains at night.

The siding and storage facilities seem to be well taken care of: the siding at Stony Clove Notch appears short, but since the trains meeting at this point are usually short ones it meets the demands of ordinary traffic; to lengthen this siding would entail heavy expense, and difficult operation if once installed.

A considerable amount of work has been done toward the general improvement of this line during the past year. I mention here a few of the more important items: decks of 3 bridges renewed; inside guard-rails placed on 5 bridges; 3 pile trestles eliminated; masonry on 16 bridges re-pointed; new storehouse erected at Kingston; standard toilet erected at Mt. Pleasant; 8 buildings repaired; new station and toilet erected at Laurel House; 3-stall engine house, coaling plant, sand house, and additional pumping plant erected at Oneonta; general rearrangement of tracks made to use these new facilities; 2 bridges painted; 4 new sidings constructed; 2 sidings extended; 1 siding removed; 4 x 4 ft. box culvert installed, replacing 60-ft. deck plate girder; 1 castiron pipe culvert installed, replacing a stone box culvert; all switch stands and semaphores painted; 2843 tie-plates installed; 2500 anti-rail creepers placed on main track; several train order signals installed at various points.

On the whole, I consider this railroad to be maintained in a highly satisfactory state. There are a few points which might be discussed with propriety. The maintenance of line and surface, particularly surface, on that portion of the main line west of Arkville is far below that of the line east thereof. This is mainly due to two causes: the rail being old and a trifle light for the traffic and the ballast being of a poor quality; the latter condition causes numerous pumping sections of the track after wet weather; these in turn permit the rail to become bent, and seriously bent if not properly tamped up. These churning joints can be eliminated readily by providing better drainage facilities, particularly surface drainage, as long as the old material is used; by cleaning out the old material and ballasting in these sections with cinder. At any rate, it is incumbent on the track foreman to "pick up" these sections as promptly as possible after they have settled and to provide means of permitting the water which is the first cause to drain away promptly. In this connection I find that the expenditure for maintenance of way and structures labor is 67 per cent of the total maintenance of way and structures expenses. It is generally conceded that this percentage is high. To secure good results it should not exceed 50 per cent. This means that labor spent on maintenance of poor material is generally wasted. Of course it is not always possible to expend a sufficient amount in new material to bring about this result, and it is absolutely necessary to maintain the track and structures in safe condition. In general, however, it is wiser to maintain a systematic renewal program. A good illustration of this exists on this railroad: that portion east of Arkville is in excellent condition and minimum renewals in the track structure are required; hence it is easy for the track gangs to maintain an excellent track structure. West of Arkville the reverse is true, and a great deal of time is spent in maintaining line and surface on a superstructure partially made up of poor material.

The question of bridges on this line is rapidly reaching a highly satisfactory state. There remain only a few antiquated structures, and these will probably be entirely eliminated within the next two years. The superstructures are generally modern and heavy, but the substructures in many instances are not of the same caliber. The renewal and repair of these will require the attention of the management in the near future.

Another matter of importance is the question of signaling: the automatic signals east of Phoenicia have performed so efficiently that it seems desirable to extend them over the entire line; their usefulness is particularly apparent during the summer season, when the traffic is most dense. I would suggest that these signals might be extended under a definite program each year until the whole line is equipped.

The recommendations contained in the report for 1909 have received attention, with the following exceptions: a considerable number of inside guard-rails are still lacking; apparently nothing has been done to open culverts and cattle-passes Nos. 52A, 55A, 60A, and 64A: as mentioned in the body of the report, all of these culverts need attention promptly; none of the 62-lb. rail has been renewed.

I would recommend that as large a systematic rail renewal as possible be promptly inaugurated; that when possible extensions of the automatic signal system be made annually until the whole line is equipped; that new stations be erected at Haines Falls and Davenport Center; that the station at Pine Hill be thoroughly painted inside and out; that an addition be made to the station at Hunter; that the sliding cuts west of Bloomville be so cut back as to eliminate this trouble; that the ditching already instituted be continued; that culverts and cattle-passes 53A and 53B, in addition to those already mentioned, be reconstructed; that the east pier of the deck truss span bridge 104 be entirely rebuilt promptly; that the masonry of bridge 60 be reconstructed; that the line and surface west of Arkville be materially improved.

Respectfully submitted,

C. R. VANNEMAN,
Steam Railroad Inspector.

UNADILLA VALLEY RAILWAY.

Inspected November 11, 1910. Last previous inspection August 12, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Unadilla Valley railway and submit herewith my report:

The Unadilla Valley railway is a single track line, extending from a connection with the New Berlin branch of the New York, Ontario and Western railway at New Berlin, to a connection with the Richfield Springs branch of the Delaware, Lackawanna and Western railroad at Bridgewater: a distance of 19.14 miles. There are approximately 2.27 miles of sidings and yard tracks.

This railway is built along the valley of the Unadilla river for practically its entire length and is practically a surface constructed railroad. The nature of the topography was such that but few curves were necessary, all of which with one exception are light: this exception, which is the maximum, is a 6 degree curve, located one-half mile south of South Edmeston station. The grades are generally uniform and light, the maximum being a 1½ per cent grade for a length of 1000 ft., situated ½ mile north of Sweet's station. By making a slight cut this grade could have been materially decreased. It does not affect the traffic to any extent since it is short, and sufficient speed can be attained to permit trains to run over it should they have a train which was about full tonnage.

Owing to the fact that the topographical features were so favorable, the cuts and embankments are very light. A few of the cuts are too narrow, and their condition would be materially improved were they widened. An instance of this exists about 1 mile north of West Edmeston. I noted also one sliding cut, situated between the 28th and 29th openings from Bridgewater, which could be improved. The embankments are generally of

proper width; a slight widening of the shoulders would be beneficial in a few instances.

Some little ditching has been done, but not to such an extent as to be really effective. This feature should be pursued next season vigorously, to the end that the line and surface may be much improved.

The track alignment and surfacing are exceedingly poor in certain sections, and quite good in others. Owing to the limited available force and the nature of the ballast, an excessive grass growth has been allowed to accumulate on the roadway. The effect of this is twofold: first, it furnishes a medium to keep the ballast practically continuously wet, thereby promoting rapid decay of the ties and permitting churning joints; and second, the roots of the grass exert sufficient force to continually throw the track out of line and surface. The good portions are the sections where extensive tie renewals "out of face" have been made, thereby cleaning the ballast and giving a fairly permanent line and surface.

Generally, therefore, it is my opinion that there is considerable room for improvement in this feature, and that permanent results can be secured by a judicious expenditure of the money available.

There are 30 culverts and cattle-passes of single span, which are constructed in the following manner: 4 with timber stringers on blocking; 5 with I-beams on concrete masonry; 6 with timber stringers on pile bents; 4 with timber stringers on timber abutments; 2 with old rails on concrete masonry; 2 with timber stringers on frame bents; 4 with timber stringers on stone masonry; and 3 with timber stringers on concrete masonry. There are 7 pile and 3 framed bent trestles of two or more spans. There is 1 through plate girder and 1 deck plate girder on concrete masonry.

The track structures on this line are in such a condition that the major portion of them will have to be renewed at about the same time, and that in the very near future. Plans for reconstructing nearly all of the timber structures have been made, and there is a considerable amount of material now on the ground with which to do this work. Some of the structures should be repaired this winter, and arrangements should be made to begin eliminations early in the spring to the end that as many as possible of the bridges may be reconstructed during next season.

Opening 36 from Bridgewater, consisting of 4 spans of pile bent trestle, requires some new ties and stringers; opening 34 has a bad outside guard-rail, which should be replaced; some of the stringers of opening 31, a pile bent cattle-pass, are in poor condition, and some of the caps should be removed; opening 25, a pile bent trestle, has some bad stringers and outside guard-rails: I-beams are on the ground to replace this structure, and they should be installed as speedily as possible; the timber back walls of openings 23 and 24 are in poor condition, permitting part of the embankment to escape and causing low spots in the track at the ends of the structure; opening 18 is a 2-stringer single span structure on blocking, over a small stream, in which insufficient headroom is provided: a rail span on concrete walls, with the track raised about 12 in. above its present elevation, will greatly improve the conditions; opening 11 has bad outside guard-rails; opening 6, Melvin's bridge, a 2-stringer frame bent, 3-span trestle, has some bad stringers and 1 very poor sill: this structure should receive prompt attention; opening (Scott's C. P.), a 2-span, 3-stringer frame bent trestle, should be renewed next season.

A considerable quantity of work has already been done toward eliminating some of the poorer structures. This work has been performed chiefly by the section gangs, with the result that the necessary track work has been neglected. I would suggest that a great deal better and cheaper result can be accomplished if an independent bridge gang were employed early in next season, and the track gangs were permitted to continue at their regular work. Even if the track gangs had to be cut down below their normal size, it is my opinion that better general results would be had.

The station buildings as a whole are in good condition. Very extensive and commendable improvements have been made at Leonardsville by the reconstruction and enlargement of the building at that point. Concrete platforms and floors have been provided, and the property at this station has been generally improved. The station at Bridgewater is used jointly by the D., L. & W. R. R. and the U. V. Ry.

There are 4.30 miles of 70-lb. steel rail, and 18.84 miles of 56-lb., both weights being connected by 24-in., 4-hole angle-bars.

The rail as a whole is in very fair condition, but some portions have become bent considerably on account of continued poor line and surface. A thorough installation of bolts and nut locks has been undertaken since the last inspection to overcome the loose bolt situation noted in last year's report. There still remain quite a few loose bolts; regular tightening periods should be adopted to overcome this trouble.

There are about 25 per cent oak and 75 per cent chestnut ties in the track; 8567 ties, or 15 per cent, have been renewed since last inspection. There are still quite a number of poor ties, and I should estimate that it will require at least a 20 per cent renewal next year to put the tie situation in first-class shape. The general renewal program should be undertaken promptly in the beginning of next season, and renewals should continue during the present winter wherever the poorest ties exist. I noted a few evidences of spread track where the ties had become very poor; these points should be promptly remedied.

Split switches with rigid stands properly equipped with targets and lamps, and stiff frogs are used.

The ballast is chiefly gravel of varying quality but sufficient quantity. If kept free from weeds this gravel will make fairly good ballasting material, but little can be expected of it when an excessive growth of vegetation is permitted.

The right of way is in good condition, well cut, free from rubbish, etc., and properly fenced throughout. There are 14 highway crossings, all of which are protected by crossing signs only. These crossings are generally in good condition.

There are three section gangs of 8 men each, having about 6 miles of track each; they are provided with lanterns and flags. The track is patrolled by a member of the section gang.

The chief business of the line consists of the shipment of milk and farm products, and the receipt of general commodities such as are required in a farming district. The extent of this business is apparently fairly good.

Trains are dispatched by the telephone system. A work train is generally the only other train on the line besides the regular passenger trains, the runs of which are made by 1 crew. This work train keeps off of the scheduled trains' time and is positively instructed each day regarding its movements. The passenger facilities seem entirely ample, and the freight facilities at the various points seem to provide for the needs of the individual localities.

Since the last inspection the following repairs, replacements, and renewals have been accomplished: 1½ miles of track have been re-ballasted; 4 timber trestles have been rebuilt with steel I-beams on concrete; 2 timber trestles have been replaced by pipe culverts and filling; 2 open culverts or cattle-passes have been filled; 5 culverts and cattle-passes have been extensively repaired; Leonardsville station building has been thoroughly rebuilt; 10 miles of fence have been repaired.

Recommendations: That the bridge repairs as outlined in the body of the report be made; that a consistent effort be made to improve the line and surface; that at least a 20 per cent tie renewal be made early next season.

With regard to the recommendations made last year, it appears that they have been complied with in so far as the methods of doing the work and the available money would permit.

Respectfully yours,

C. R. VANNEMAN,
Steam Railroad Inspector.

UNITED STATES AND CANADA RAILROAD.

Inspected September 7, 1910. Last previous inspection November 18, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the United States and Canada railroad and submit herewith my report:

This railroad is a single track line operated by the Grand Trunk Railroad system, extending from the Canadian boundary, where it connects with a line operated by the Grand Trunk, to Massena Springs, where it connects with the R., W. & O. division of the New York Central and Hudson River railroad. It is 22.18 miles long and has 1.85 miles of sidings.

The line is constructed through comparatively flat country and has very few curves and grades. The maximum curvature is 5 degrees, located at Fort Covington, and the maximum grade is 0.7 per cent for 3000 ft., located east of Bombay at mile-post 83. The construction entailed but little cutting and filling, and where necessary it has been well done. Proper ditches are provided, affording good drainage.

The track alignment and surface are generally fair throughout.

Owing to the proximity to Canada, the majority of the track structures are constructed of timber. There are 2 through latticed truss metal bridges on stone masonry; 3 deck plate girder bridges, all of which have timber or pile bent abutments; 1 steel pony truss on stone masonry; 45 timber culverts or cattle-passes. Generally these structures are very well maintained and in safe condition. There are a few details which should be attended to: The bridge seats of the bridge across Big Salmon river were very dirty, and the bridge needs painting unless it is to be removed soon. This bridge, as well as the other trusses, is light and is to be replaced. The power now used is restricted, and a small amount of traffic is handled between Fort Covington and Massena Springs. No heavier power

should be permitted over these bridges unless they are very much reinforced or are replaced by heavier structures. There were several soft timbers in the east abutment of the first bridge west of Bombay; several of the ties on the second opening west of mile-post 81 were bad; the guard-rails on the first and third openings west of mile-post 84 were poor; there was no outside guard-rail on the first opening west of mile-post 86; and some of the ties were poor on the second opening west of mile-post 86; the bearings of the 2 spans of the through truss bridge west of Helena consisted of wooden blocks, some of which were in poor condition: these should be renewed; the outside guard-rail was poor on the first opening east of mile-post 87, the first and second openings west of mile-post 92, and the first opening west of mile-post 94 had poor guard-rails; some of the ties were poor on the first opening west of mile-post 92, and the stringers on the first opening west of mile-post 94 will soon need renewal. With these exceptions the track structures are in good condition throughout.

The station buildings are in good condition and seem well adapted and amply large for the localities which they serve; all were kept in clean and neat condition. Platforms consist of gravel and plank.

There are 10 miles of 80-lb. rail and 12.18 miles of 65-lb. rail, all connected by 24-in. 4-hole angle-bars. Since the last inspection 10 miles of old 65-lb. have been renewed with 85-lb. re-layer rail. The light rail is in fairly good condition, but the renewals with heavier rail should be systematically continued.

The ties were in good shape, very few poor ones remaining in the track. Tie renewals were still being made at the time of my inspection, and all of those which should be removed will be taken out this season; 6030 ties have been renewed since last inspection. There are about 2½ per cent oak, 2½ per cent yellow pine, and 95 per cent cedar in the track; the standard dimensions are 6 x 8 in. x 8 ft., and they are laid at the rate of 2816 per mile.

Split point switches with rigid switch stands, proper switch lamps and targets, and stiff frogs are used. No derailing switches were noted; where such were necessary, blocks of wood were fastened over the rail to serve the same purpose.

The ballasting material consisted of gravel with a little cinder, of fairly good quality and in fair quantity. I noted a few places where some additional ballast would be beneficial. From appearances but very little re-ballasting has been done in the past, and some of the old ballast has become worn out.

The right of way was well cleaned, the fences were in fairly good condition, and the crossing signs and plank were good. There are 21 grade crossings, all protected by warning signs only; the warning on some of the signs has become quite dim, and should be painted.

The average length of track sections is 5½ miles; 4 men are employed on each section in summer and 3 in winter; a member of the section gang patrols the track.

At Helena, 1 track is crossed by 1 track of the New York and Ottawa railway. This crossing is protected by an interlocking plant with derails in each track. The signals governing this crossing are left-handed; it seems that it would be better to change them, to conform to modern practice.

The traffic over this railroad is very light, there being but 1 scheduled passenger train and generally only 1 freight train each way per day. Train movements are governed by the telegraphic train order system. Passenger and freight facilities seem to be amply provided at all points.

With the exception of the 10 miles of rail laid and the renewals of the deck and other timbers of several culverts, no extensive improvements have been made. General repairs have been made where necessary.

Recommendations: The property seems to have been properly cared for, and the only recommendations considered necessary are that the repairs to bridges, culverts, and cattle-passes as outlined in the body of the report be made.

The recommendations contained in the last inspection report seem to have been complied with.

Respectfully yours,

C. R. VANNEMAN,

Steam Railroad Inspector.

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY.

Inspected September 27, 28, and 29, 1910. Last previous inspection August 23 and September 14, 15, and 16, 1909.

To the Public Service Commission, Second District:

GENTLEMEN: I have made an inspection of the Western New York and Pennsylvania railway (The Pennsylvania Railroad Company, lessee) in this State and respectfully report as follows:

The property is now operated as two divisions: viz., the Buffalo division, and the Allegheny division.

The Buffalo division is composed of the following: the main line, which extends from a junction with the New York Central and Hudson River railroad, near Babcock St., in Buffalo, to the Pennsylvania-State line near Portville. There is one branch, the West Seneca branch, in Buffalo; the Rochester branch, extending from the city of Rochester to a junction with the main line at Hinsdale, which includes the following branches: the Terminal railroad in Rochester, the Swains branch, and the Scottsville branch; the Chautauqua branch, extending from a connection with the main line at East Buffalo to the Pennsylvania-State line, near Clymer.

The Allegheny division extends from a connection with the Buffalo division north of Allegany to the Pennsylvania-State line near Wolf Run.

The main line is partially double tracked; the Rochester branch, the Chautauqua branch, and the Allegheny division are single track lines, as are all of the minor branches.

The main line of the Buffalo division extends through the rolling country to the south of Buffalo, which entails some fairly heavy grades and quite a little curvature for a part of the distance. After passing a summit near Chaffee it follows Cattaraugus creek to Franklinville; thence it follows one of the tributaries of the Allegheny river to Olean, and up that river to the Pennsylvania-State line. The curvature and gradients are moderate for that section of the country. The track alignment and surface are from fair to good, the latter being especially true of the southern portion between Hinsdale and Olean. The cuts and embankments are in fairly good condition as a whole. Considerable improvement could be made to some of the cuts along the northern portion. The ditches as a rule are only fair; in a few places very commendable ditches were noted, but there was no distinct effort apparent to make the whole line conform to the standard which the Pennsylvania railroad has adopted. Considerable attention might be given to the ditching of this division with very beneficial results. In this connection it should be noted that the section between Franklinville and Ischua is now being double tracked, involving an extensive change of line, and it is to be hoped that the new construction being done will be carried out to such an extent as will leave the roadbed in first-class condition as regards drainage particularly.

The Rochester branch for practically its entire length follows the banks of the old Genesee canal, and for this reason a few of its curves are quite sharp; similarly, some of the grades are short and quite steep, this being caused by the overcoming of the difference between levels at old lock sites in a very short distance. The traffic is rather light, and hence no very serious inconvenience is caused. The track alignment is from fair to good. The surface is only fair, and considerable improvement could be made in this feature. The geological formation of the section through which the line passes is distinctly a difficult one on which to maintain a railroad: at a number of places the subsoil is composed of a glacial drift which is practically entirely quicksand and which is constantly shifting; this is particularly true of that portion located in the gorge at Portageville and at several other points to the south thereof. A portion of the sidehill embankment at Portageville consists entirely of saturated glacial drift which has broken off the main bank above the railroad level, and this detritus on which the road is built is sliding downhill into the gorge below. Every possible means of holding the banks has been adopted, but with little success. The only means by which it could be effectually overcome is the complete removal of the water which saturates the mass, but this is almost an insurmountable problem in this particular locality. Generally the line runs through sections in which the formation is principally gravel and sand, and in these localities the drainage is good. Several instances were noted where extensive drainage would be beneficial, both in producing better riding conditions and reducing the maintenance cost.

The Chautauqua branch between the state line and Brocton was constructed in the most economical manner possible: that is, no attempt was made to eliminate grades by slight cutting, it being the apparent intention or desire to get the rails down at the earliest possible moment. The result of this is a road, the profile of which is very rough, and which limits very materially the traffic which may be hauled on an individual train. Similarly the general line has been laid out to conform to the topography, thereby introducing numerous heavy curves. Improvement of these conditions, except in a few isolated cases, does not seem advisable, because the cost thereof would not be warranted by the savings in operating costs under the present traffic conditions.

North of Prospect there is a heavy continuous descending grade northbound into Brocton, a distance of about 9 miles. Between Brocton and Buffalo the alignment is considerably better, but there are a number of heavy grades. The cutting and filling between State Line and Brocton is comparatively small. In some places I noted embankments which would be improved

by widening, and similarly, cuts which were too narrow at the base. Some little work has been done toward improving these conditions, but considerable more would be advisable. The drainage is naturally a function of the cutting, for with narrow cuts we usually find very small, if any, ditches. Hence when cuts are improved it is important that they be widened to such an extent that they will permit of ditches being dug sufficiently deep to afford efficient drainage. I noted several instances where the ditches were too shallow and where insufficient fall had been given to permit the water to run off quickly. The track alignment and surfacing were good generally. The traffic is light, but a high speed passenger service is maintained, and it is essential that good line and surface be maintained if the passengers are to travel in comfort.

The Allegheny division follows the Allegheny river for its entire length within the State. The grades are therefore very light; the curves are moderate. There are but few extensive cuts, and these are generally well maintained. There are a number of sidehill embankments along the river which are more or less affected by the erosion of material above the tracks; these are carefully observed and afford full protection. The roadbed of this division is well formed throughout and is being well maintained. The ditches as a rule are good, only a few isolated instances being noted where improvement could be effected.

As a rule the track alignment and surface are good. Certain portions however are poor, due primarily to the light rail in use and weak joints. Since the drainage facilities in these particular sections are excellent and since the ballast and ties are first class, the cause is obvious. The physical condition of the rail is good; hence the only means for improvement is the installation of heavier rail, or materially strengthening the joints. Rail renewals are being made, but should be prosecuted to a greater extent each season.

In general, the track structures on this railroad are in first-class condition; several new structures have been installed or will be installed this year. Few defects were noted, and all of those were of a minor nature. It was observed that several of the metal structures were in need of paint, and some of the stone masonry in abutments and piers would be improved by pointing.

On the Buffalo division, the following features were noted which should be remedied: The outside guard-rail on bridge 28 is in poor condition; opening No. 30, a cattle-pass, consisting of 2 I-beams under each rail on stone masonry, is in poor condition, the north abutment being weak and assisted by a framed bent; opening No. 31, a similar structure, is in a similar condition, except that there are 2 bents assisting; bridge No. 34 is a through truss on which the tracks are gauntleted, and there is a row of piles under each floor beam: this structure should be promptly replaced; between Franklinville and Ischua there are several other structures whose conditions are such that they should be rebuilt or renewed: these structures are to be abandoned or replaced owing to the change of line and double tracking in process and which was partially completed at the time of the inspection, hence no specific comments are made in regard thereto; the cattle-pass just north of bridge 55 needs a few new ties, and the masonry needs pointing.

On the Rochester branch, the following repairs or renewals should be made: the metal work of the overhead bridges in the city of Rochester is generally in poor physical condition, and each one should be thoroughly cleaned and painted; on bridge 2, planking is supplied for the safety of trainmen who are required to cross the bridge while it is occupied by a train: this planking was in poor condition, there being a number of holes and wide spaces which might cause serious personal injury; just east of Fowlerville there is a cattle-pass which is constructed in a temporary manner, and which should be eliminated; the bearing of bridge No. 9 is short; the northeast bridge seat of bridge No. 17 is cracked, and should be replaced; on bridge No. 1 on the Swains branch there are a few bad ties and stringers which should be replaced; the masonry of culvert 50-4 is in poor condition: this structure can be eliminated; just south of bridge 26½ there is a cattle-pass which is in fair condition, but which is not used and could be filled; south of milepost 80 there is a culvert on which the ties are poor, and the masonry of which needs pointing; bridges 36, 37, and 38 are structures over the old canal bed and through which no water flows, nor do they serve any other purpose: it would seem advisable to eliminate these structures as early as possible.

On the Chautauqua branch: culvert 80-A had a few poor ties; in bridge 49, a pile bent trestle, there are a few piles which should be renewed; on bridge No. 32 there is a very poor guard-rail; on bridge 10 there were a number of badly burnt ties which should be renewed.

On the Allegheny division: bridge No. 138 needs painting and the masonry needs pointing; bridge No. 135 is a trestle about 1250 ft. long, which has been heretofore kept open because of other railroads in the vicinity contending that the closing of it would cause damage to their lines at times of high water in the Allegheny river. Since the river is on the north side of the railroad and is not crossed, it appears that the water in question must be back water; and since bridge No. 134, a 2-span truss structure carrying the railroad over Luna creek, is immediately adjacent, it seems that the filling could have but little effect on the water level to the south of the structure. Therefore it is my opinion that this structure could be filled and eliminated. In view of the danger existing from fire, I would suggest that the trestle be protected by some means pending its elimination. An effectual and not very expensive means of accomplishing this would be first, lowering the caps on the bents about 8 in.; second, installing 2 additional 8 x 16 in. stringers; third, on these laying a flooring of thoroughly treated planking, thickness to depend on the lateral spacing of the stringers; fourth, applying some good ballasting material, preferably crushed stone. This will furnish a positive means of fire prevention, and the protection afforded the stringers may lengthen their life considerably. Since my inspection I have learned that negotiations have been under way which may lead to the partial elimination of a portion of this trestle.

The arch, pipe, and box structures and culverts appeared in good condition, affording full and free passage of water where so employed.

The overhead bridges on this line with clearance less than 21 ft., of which there are a great many, are so situated as to make their raising a very costly problem, and possibly prohibitory, on account of the physical conditions surrounding each one. The one at Nova on the Rochester branch, an overhead highway, the clearance of which is 17 ft. 1 in., could be raised without a very considerable expense; the exact amount however could be determined only after an extensive survey of the conditions at this point.

There are but few timber trestles or culverts remaining. These are being maintained satisfactorily and are being replaced where possible as soon as they have reached a state of depreciation which will warrant the expenditure. There are 2 just outside of Buffalo which are maintained for overflow or back-water purposes. It seems that permanent structures of the reinforced concrete slab type would be desirable at these points. A very effective means of accomplishing this is the construction of concrete piers on concrete piles, the latter being probably necessary in this locality, and carrying on these slabs made up of old top chords of metal bridges incased in concrete. This is a very effective and economical means of securing a perfectly satisfactory bridge structure for this condition.

The stations are well painted and maintained; only a few instances were noted where improvements should be made. The station building at Ebenezer was dirty. The station building and immediate surroundings at East Aurora did not appear to be in keeping with the importance of the station. The floor in the waiting room at Machias Junction was in poor condition. The station platform at Houghton on the Rochester branch is in poor condition. The station building at Vandalia on the Allegheny division, while apparently large enough for the business, is not in a physical condition which is in keeping with the average standard of maintenance on this railroad.

The rail on all of the lines is in from fair to good condition. That on the main line is being well maintained. There is some light rail still on the Rochester branch, the Chautauqua branch, and the Allegheny division. This rail is being renewed with heavier as fast as consistent with good practice and safety. The ties on all the branches are in good condition, renewals having been made in good quantity and in a judicious manner.

The track appliances as a whole are good. Split point switches and spring rail and stiff frogs are used. A considerable number of stiff frogs with manganese points were noted. These are installed chiefly where the turnout is subject to frequent use; they are very durable and are also less liable to choke with snow and ice. The crossing frogs at Genesee Junction, the crossing with the West Shore railroad, were loose and there were a number of missing bolts. Rigid switch stands are being used extensively, although a number of ground levers of the Pennsylvania railroad standard pattern were noted. Derails are supplied where they are necessary, but on several there were no targets. It is my opinion that targets should be supplied at all points where night switching involving the derail is done, and where the engineman can not determine accurately the position of the derail. To determine which of those not now equipped should be equipped under these conditions would require an extended survey.

The ballast consists of broken stone, furnace slag, gravel, and cinders. Generally the ballast was not as extensive as it should be. This is especially true of the Buffalo division. The furnace slag used appeared to be of good quality and quite effective, it being of the heavy granulated type. The gravel ballast was from fair to good. I noted some little evidences of pumping joints,

especially in the gravel ballast; this seemed to be due to the cross-section of the roadbed and the presence of clay in the ballasting material.

The highway grade crossings were as a rule well maintained, proper warning signs being installed at each crossing. I noted three instances where at but little expense two existing highway grade crossings could have been reduced to one. These points are located as follows: on the Rochester branch, just south of bridge No. 28; on the Chautauqua branch near Millport, 57; and at Pikers Crossing. To accomplish the one referred to on the Rochester branch would involve the cutting back of a small hill, which would improve the view of those approaching from the west of northbound trains, thereby greatly enhancing the value of the improvement.

The right of way was generally in good condition, all weeds being cut, and refuse, etc., being removed. The fences as a rule were good, although several instances were noted where these conditions could have been considerably improved. On the new work between Franklinville and Ischua the company is constructing a fence composed of concrete fence posts through which wire has been run, making what is apparently a very durable and effective fence.

During the past year on the Buffalo division, main line, there have been 12 miles of fence repaired; on the Rochester branch, 9½ miles new fence, 4½ miles repaired; on the Chautauqua branch, 3½ miles repaired; on the Allegheny division, ½ mile repaired. The track is patrolled daily by some member of the section force.

The Buffalo division has the following grade crossings with steam and electric railroads:

Steam railroads: At Emslie street, 2 tracks crossed by 4 tracks of the N. Y. C. & H. R. R. R.; protected by interlocking; 2 tracks crossed by 2 tracks of the L. S. & M. S. Ry.; protected by interlocking. At East Buffalo, 2 tracks crossed by 1 track of the Buffalo Creek railroad; 1 track by 4 tracks of the Erie railroad: These crossings are protected by signals of a mediocre type installed in a cabin which is located about in the center of the triangle formed by the crossing of these three railroads, the Erie railroad crossing the Buffalo Creek railroad within a few hundred feet of its crossing with the W. N. Y. & P. R. R. The signals consist of blades about 18 in. long by 9 in. high, which slide in and out of boxes: "clear" when in and "stop" when out. At night this movement uncovers the different colored lenses. For movements over the Pennsylvania railroad there are 2 boxes: 1 for northbound, and 1 for southbound; for movements over the other roads, there is but a single box governing in both directions. These boxes are not interlocked with each other, and hence it is possible for the signalman to give a proceed indication to all three roads at the same time. All trains are required to come to a full stop before crossing. This is a most complicated situation, and a solution of the problem by the installation of interlocking would involve intricacies that might cause delay in operating. It is believed nevertheless that an interlocking plant could be installed which would protect these crossings in a much more efficient manner. Another solution, and by far more preferable, is the elevating of the tracks of the Pennsylvania railroad; but this would involve expensive and radical changes in the yard operated by this road, situated immediately south of the crossing. It is worth serious consideration, however. At East Buffalo, 2 tracks crossed by 2 tracks of D., L. & W. R. R.; protected by interlocking plant. At Gardenville Junction, 2 tracks crossed by 2 tracks of the Terminal Railway of Buffalo; protected by interlocking plant. At Machias Junction, 2 tracks crossed by 1 track of the B., R. & P. Ry.; protected by a tilting board. At Olean, 2 tracks crossed by 2 tracks of the Erie railroad; protected by interlocking. At Whitehouse, 1 track crossed by 1 track of the P., S. & N. R. R.; protected by interlocking. At Buffalo, 1 track of West Seneca branch crossed by 1 track of B., R. & P. Ry.; protected by signals not interlocked.

Electric railroads: At Winchester, 2 tracks crossed by 1 track of the Buffalo Southern Railway; no protection is afforded, and the trough over the trolley wire is in very poor condition. At Ebenezer, 2 tracks crossed by 1 track of Buffalo Southern railway; no protection and no trough are provided. At Olean: Union street, 2 tracks crossed by 1 track of W. N. Y. & P. Traction Co.; protected by gates only; trough is in good condition; King street, 2 tracks crossed by 1 track of W. N. Y. & P. Traction Co.; derails are provided in the trolley track, and a proper guard is provided over the wire; State street, 1 track crossed by 1 track of W. N. Y. & P. Traction Co.; no protection provided. At Whitehouse, 1 track crossed by 1 track of the W. N. Y. & P. Traction Co.; derails are provided in the trolley track, and a proper trough over the wire.

The Rochester branch crosses at grade the following:

Steam railroads: At Genesee Junction, 1 track crossed by 2 tracks of the N. Y. C. & H. R. R. R. (West Shore railroad); protected by gates. At Mt. Morris, 1 track crossed by 2 tracks of the Delaware, Lackawanna and Western railroad; protected by a properly equipped interlocking plant. At Rochester, Terminal railroad, 1 track crossed by 3 tracks of the Buffalo, Rochester and Pittsburgh railway, protected by a tilting board; all trains of the Pennsylvania railroad come to a full stop before crossing; trains on the B., R. & P. Ry. proceed without stopping if the signal is in their favor.

Electric railroads: Rochester, at Plymouth avenue: 1 track crossed by 2 tracks of the Rochester Street Railway; protected by derails, trough over trolley wire, and flagman.

The Chautauqua branch crosses at grade the following:

Steam railroads: At East Buffalo, 1 track crossed by 4 tracks of the Erie railroad; protected by non-interlocked signals in a tower referred to particularly under Main line. At East Buffalo, 1 track crossed by 1 track of S. W. branch of the Erie railroad; protected by a tilting board. At Smith street, Buffalo, 1 track crossed by 2 tracks of the D., L. & W. R. R.; protected by interlocked disc signals in a tower. (See inspection report on Buffalo Creek railroad). At South Buffalo, 1 track crossed by 2 tracks of the Buffalo Creek railroad; protected by a tilting board; this signal is operated by a signalman in a cabin at the junction of the B. & S. W. branch of the Erie railroad with the B. C. R. R., immediately adjacent; for full protection it is my opinion that this board should be interlocked with the other signals on the machine governing the switches and semaphores at this point. At Blasdell, 1 track crossed by 1 track of the B. & S. W. branch of the Erie railroad; protected by a tilting board. At Dunkirk, 1 track crossed by 1 track of the Allegheny division of the Erie railroad; protected by a tilting board. At Dunkirk, 1 track crossed by 1 track of the Dunkirk, Allegheny Valley and Pittsburgh railroad; protected by a tilting board. At Mayville, 1 track crossed by 1 track of the J., C. & L. E. R. R.; protected by semaphores and interlocking.

Electric railroads: At Dunkirk, 1 track crossed by 1 track of the B. & L. E. Traction Co.; electric railroad occupies the street at this point, and the crossing is protected by a flagman, with gates; there is a derail on the south side of the track, which is not operated; there is a proper trough over the trolley wire.

The Allegheny division crosses at grade the following:

Steam railroads: At Riverside Junction, 1 track crossed by 1 track of the B., R. & P. Ry. and 1 track of the Bradford division of the Erie railroad; protected by a tilting board.

Electric railroads: At Allegany, 2 tracks crossed by 1 track of the Western New York and Pennsylvania Traction Co.; crossing protected by derails and watchman; trough over trolley wire.

The heaviest business on this railroad is naturally done on the main line of the Buffalo division. Hence the company is gradually extending its double track to provide for this business. At present, the single track sections are quite congested at times, and every means to facilitate movement over these sections has been provided.

All of the branches are operated under a manual block signal system: positive for all opposing trains, and for inferior trains following first-class trains; and permissive for inferior class trains following inferior class trains. This system is well installed, the semaphore blades being disposed in such a manner as to meet all conditions and afford the maximum of efficiency. My observation of the workings convinces me that it is skilfully and intelligently managed and operated, and on the whole is highly commendable.

On the Buffalo division, main line there has been recently installed a system of telephone train dispatching of a highly modernized nature. I had occasion to carefully observe its operations and I am thoroughly convinced that it surpasses the telegraph in efficiency, accuracy, and expedition, and it seems that its installation on all of the system would be advisable. A valuable adjunct of this system is the furnishing of means of communication by conductors or enginemen with the dispatcher, when they are detained at isolated points along the line. This feature had not yet been developed and is suggested here as one worthy of consideration.

It was noted that the night signal indications are white for proceed, green for caution, and red for stop. It is the opinion of your inspector that the many advantages accruing from the adoption of green for proceed, yellow for caution, and red for stop, would warrant its adoption on this road. The adoption of this system by the majority of the large systems within the country, and the universal satisfaction which it has given, seem ample argument for the contention made.

Between Buffalo and Brocton, with the exception of about 7 miles between Silver Creek and Dunkirk, the New York, Chicago and St. Louis railroad and the Chautauqua branch occupy a double track roadbed. The tracks are spaced the standard distance center to center; that is, there are 2 single track railroads on a double track roadway. From my observation it seems that for

economy in operation and maintenance it would be distinctly advisable for these roads to operate this portion jointly under agreement as a double track road. No good reasons against doing it have been advanced, and there are certainly many potent reasons why it should be done, such as more expeditious operation for both roads, more economic maintenance, much enhanced safety of operation due to the elimination of two directions of traffic involved by single track operation. This matter should be given careful consideration.

Terminal facilities seem to be amply provided for at all points. At Rochester there is some little congestion, but I was informed that improvements were contemplated which would relieve this situation. Freight delivery facilities along the line seem to be properly looked after, and passenger accommodations in general are good.

The station at Rochester, while probably sufficiently large for the business, is not well adapted to station uses. It was clean and neat at the time of the inspection, having been recently painted. It would seem that the erection of shelters along the platforms of the station would be advisable.

Since the last inspection the following improvements have been made:

On the Buffalo division, main line: Bridges Nos. 7, 15, and 25, timber trestles eliminated by castiron pipe and fill over same; bridge No. 50 painted; ties and guard-rails renewed on bridges Nos. 9, 11, 24, 55, 56, 59, and 64; ties and guard-rail repaired on bridges Nos. 16, 22, and 49. Station and other building improvements were made as follows: at Buffalo: new heating plant installed in freight house; record room constructed; heavy repairs made to floor; painted; exterior repairs made to engine house; at Delavan: station moved back from tracks and extensively repaired; at Machias: station moved back and extensively repaired; at Franklinville: platform extended; at Lime Lake: coal house constructed; at Blakleys: improvements for handling milk; at Olean: extensive repairs to various buildings; station platform extended; sewers, brick platform, and curb repaired; 450 ft. of treated beach platform erected; new 46 ft. scale installed; at Portville: platform graded and extended 200 ft. south. The following buildings were painted: at Buffalo: division office building interior; at Ebenezer: stations, closets tank, tool-house, watchbox, two telephone booths, scale office, clerk's office, and switchmen's building; at East Aurora: pump house, water tanks, supervisor's office, tool-house, camp cars, telephone booth, crossing gates, and watch box; at Holland: station, closet, tool-house, camp cars, and booths; at Protection: station, tool-house, closet, and booths; at Chaffee: station, coal bin, closet, water tank, and pump house; at Arcade: station, tool-house, water tank, and booth; at Delavan: station, tool-house, camp cars, and booths; at Lime Lake: station, coal bin, closet, pump house, tool-house, and water tank; at Machias: station, coal bin, oil house, and closet; at Franklinville: interior of station; at Ischua: interior of station; at Hinsdale: interior of station; at Olean: watch boxes, tool-houses, towers, booths, scale offices, yard office, and pump house. It will be observed that a considerable amount of painting has been done: an expenditure which some are prone to class as waste, since it is practically entirely nonproductive. It must be said, however, that the general evidence of neatness and cleanliness which this gives to the property is a feature that is not overlooked by its patrons and which should be classed as an asset. Between Lime Lake and Cadiz an extensive change in grade, involving bridge renewals and repairs, is being prosecuted; and between Cadiz and Ischua a very extensive change of grade and alignment, involving many new structures, is in progress; when completed, this section will be double tracked throughout.

Rochester branch: Bridges 12, 13, and 28 replaced by new plate girder bridges; 2 stone culverts eliminated by castiron pipe; headwall to stone arch near mile-post 21 built; masonry of bridge No. 7 pointed; new bridge seat constructed at south end bridge No. 8; north abutment rebuilt and south abutment repaired, bridge No. 12; north abutment rebuilt, bridge No. 13; foundation and north abutment repaired, bridge No. 24½; foundation bridge No. 31 repaired; culvert near mile-post 96 strengthened by installation of heavier girders; metal I-beam substituted for wood stringers in cattle-pass north of Caneadea; pile bent cattle-pass near mile-post 24 thoroughly repaired; bridges 16 and 32 painted. The following stations and other building repairs and improvements have been made: at Rossburg: station raised and repaired; at Fillmore: station raised, floor repaired; new platform built, siding raised, and electric lights installed; at Wagus: block station erected; at Rochester: platform repaired; at Severance: station moved to new location; at Mt. Morris: new water station erected. The following buildings were painted: at Rochester: office in freight station, interior passenger station, water tank, yard masters' office; at Cuylerville: station, closet, and tool-house; at Mt. Morris: passenger and freight station, supervisor's office, tool-house, watch boxes, water tank, pump house, and booths; at Caneadea, interior of station; at Cuba, interior of station and supervisor's office. Changes of line made necessary by the construction of the Genesee River railroad have been completed and put in service. These are located at Haneys, Black Creek, and Wixon's; each one was a material benefit to this railroad in producing a much better alignment. The work on the whole has apparently been well done.

Chautauqua branch: Bridges 9, 11, and 20, timber trestles, eliminated by concrete box culvert; bridges 28 and 36, timber trestles, by concrete arches; bridge 39, by steel girder with concrete abutments; headwalls to 2 stone box culverts rebuilt; masonry pointed on bridges 1, 10, 14, 22, 24, and 50. The following station and other building improvements or repairs were made: at Blasdell: new closet installed, freight station moved and repaired; at Brocton: new wagon scale erected, water tank repaired; at Brainards: new wagon scale erected; at Prospect: new station erected, and grounds extensively filled and graded; at Mayville: station floors renewed, closet repaired, freight platform repaired, passenger platform extended 150 ft., electric lights installed; at Sherman: station roof repaired. Buildings at the following places were painted: B. C. tower, Lackawanna, Roland, Cemetery, Blasdell, Derby, Farnham, Silver Creek, Sheridan, Dunkirk, Brocton, Brainards, Prospect, Mayville, and Sherman. Cantilever signal masts were installed at Farnham and Blasdell. These points are located along that section which is adjacent to the N. Y., C. & St. L. R. R. It is this company's practice to place the signal governing the movement on the engineman's side when engine is proceeding in the forward motion. Since it is impracticable to install signals masts between the two tracks, the cantilever masts referred to have been adopted.

Allegheny division: The station buildings at Allegany, Vandalia, Carrollton, Salamanca, Red House, Wolf Run, and Onoville have been painted; the supervisor's office at Salamanca, the tower at Riverside Junction, pump house at Quaker Bridge, and all telephone booths and watch boxes have been painted; 68,825 tie-plates have been applied to the main track; a new steel water tub has been erected at Salamanca. It will be noted that a vast amount of work tending toward the æsthetic development of the property has been done. This is highly commendable; and while some of it may appear as a questionable expense, it is my opinion that the whole of it has been judiciously done and will ultimately show to advantage in the maintenance of the property. It is suggested however, in view of the drainage conditions which exist on certain portions and the facts that the stations as a whole are in very good condition, that it might be well to curtail this expenditure for a season and apply it to improving the drainage, provided no way can be devised for providing additional funds for this purpose.

With regard to the recommendations made in the last report, the following was noted: Bridge 49 is to be abandoned upon the completion of the double tracking and change of line previously mentioned. Its present condition is satisfactory for the remainder of the time during which it will be used. The masonry to bridge No. 35 is being entirely changed, by the substitution of a solid floor concrete slab culvert. Bridges 12 and 13 have been replaced by modern structures. Nothing has been done to bridge 16. I observed a deflection test on this bridge using a class H-6-b locomotive, one of the heaviest in use on this system. The deflection at the center of the span was .05 minutes or .6 seconds. This bridge is a through riveted latticed truss, and while not of modern construction is probably safe for some time. The bridge is regularly inspected and examined, and I believe that it is perfectly safe for the present traffic. It is the company's intention to replace this structure in the near future. Extensive and thorough repairs have been made to trestle No. 43. Open culvert No. 52 has been eliminated, and a new concrete slab structure substituted. The one just south of Ischua has been filled.

In reference to the installation of targets on derailing switches: My opinion in this matter coincides with that of the fifth vice-president of the company as expressed in his letter of March 25, 1910, in which he says: "That the adoption of a uniform practice was not judicious or advisable, inasmuch as each particular derail must necessarily be considered in connection with local conditions, and targets provided where required by such conditions." I believe that derails on passing sidings and those connected with interlocking plants where not covered by a regular signal should be equipped with targets. My observations lead me to believe that this company has pursued this policy in its installation, and hence I have no comment to make.

I would recommend 1, that the company pursue a definite drainage program; 2, that the minor bridge repairs outlined in the report be made; 3, that rail renewals be continued as vigorously as possible where the light rail exists; that the renewal of bridge No. 16 be considered and made as soon as possible.

Respectfully,

C. R. VANNEMAN,

Steam Railroad Inspector.

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